















29

58

# ROYAL NAVAL BIOGRAPHY;

OR,

*Memoirs of the Services*

OF ALL THE

FLAG-OFFICERS,  
SUPERANNUATED REAR-ADMIRALS,  
RETIRED-CAPTAINS,  
POST-CAPTAINS,  
AND COMMANDERS,

Whose Names appeared on the Admiralty List of Sea-Officers at the commencement of the year 1823, or who have since been promoted ;

Illustrated by a Series of

HISTORICAL AND EXPLANATORY NOTES,

Which will be found to contain an account of all the

NAVAL ACTIONS, AND OTHER IMPORTANT EVENTS,

FROM THE COMMENCEMENT OF THE LATE REIGN, IN 1760,

TO THE PRESENT PERIOD.

WITH COPIOUS ADDENDA.

---

---

By JOHN MARSHALL (B),  
LIEUTENANT IN THE ROYAL NAVY.

---

---

“ Failures, however frequent, may admit of extenuation and apology. To have attempted much is always laudable, even when the enterprise is above the strength that undertakes it. To deliberate whenever I doubted, to enquire whenever I was ignorant, would have protracted the undertaking without end, and perhaps without improvement. I saw that one enquiry only gave occasion to another, that book referred to book, that to search was not always to find, and to find was not always to be informed; and that thus to pursue perfection, was, like the first inhabitants of Arcadia, to chase the sun, which, when they had reached the hill where he seemed to rest, was still beheld at the same distance from them.” *Johnson.*

◆  
VOL. III.—PART I.  
◆

London :

PRINTED FOR LONGMAN, REES, ORME, BROWN, AND GREEN,  
PATERNOSTER ROW.

1831.

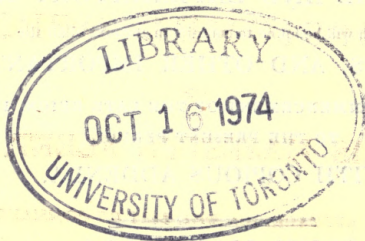
ROYAL CANADIAN MOUNTED POLICE  
ROYAL CANADIAN MOUNTED POLICE

Department of the Secretary

ROYAL CANADIAN MOUNTED POLICE  
DEPARTMENT OF THE SECRETARY  
GENERAL INVESTIGATIVE  
DIVISION

Investigation of the activities of the...  
of the... of the...

Department of the Secretary



DA  
87  
.1  
AIM3  
V.3

W. Pople, Printer,  
67, Chancery Lane.

**ROYAL NAVAL BIOGRAPHY;**

—  
**VOL. III.**  
—

**CONTAINING MEMOIRS OF**  
**ALL THE**  
**COMMISSIONED OFFICERS**  
**OF**  
**HIS MAJESTY'S FLEET,**

**WHOSE NAMES APPEARED ON THE LIST OF COMMANDERS AT THE**  
**COMMENCEMENT OF THE YEAR 1823, OR WHO HAVE**  
**SINCE BEEN PROMOTED TO THAT RANK.**

ROYAL NAVAL BARRACKS

FOR THE

CONTAINING MEMOIRS OF

ADmiral

COMMISSIONED OFFICERS

OF

THE MAJESTY'S SERVICE

WHOSE NAMES APPEAR ON THE LIST OF COMMISSIONERS IN THE

COMPLEMENT OF THE YEAR 1803, OR WHO HAVE

BEEN PROMOTED TO THAT RANK



# CONTENTS OF VOL. III.—PART I.

## CAPTAINS.

	Page		Page
Aitchison, Robert	299	Lambert, Henry	256
Aplin, John George	282	Leeke, Henry John	283
Arabin, Septimius,	69	Leith, John	279
Arbuthnot, Alexander D. Y.	195	Lempriere, George Ourry	227
Baird, Wynne	298	Litchfield, Henry	289
Barber, Daniel	223	Lyon, George Francis	100
Barclay, Robert Heriott	186	Marryat, Frederick	261
Barrington, Hon. George	283	Martin, Henry Byam	298
Beechey, Frederick William	302	Martin, Thomas	284
Blackwood, Henry Martin	297	Martin, William Fanshawe	182
Blackwood, Price	73	Mitchell, Charles	215
Bowen, Charles	271	Montagu, James	182
Boxer, Edward	92	Nixon, Christopher	217
Buchan, David	83	Paget, Lord William	287
Burton, James Ryder	178	Pakenham, John	287
Carew, Charles Hallowell	295	Patton, Robert	299
Chads, Henry Ducie	237	Pettman, Thomas	94
Chapman, Isham Fleming	196	Phillips, Charles	76
Churchill, Lord Henry J. S.	285	Prickett, Thomas	185
Clowes, Thomas Ball	83	Randolph, Charles Grenville	295
Colchester, Right Hon. Lord	280	Rich, George Frederick	94
Couch, James	124	Roberts, John Walter	90
Curtis, Timothy	290	Rochfort, William	282
Curzon, Edward	68	Rous, Hon. Henry John	74
Denman, Edmund	217	Saumarez, Richard	179
Devon, Thomas Barker	227	Seymour, Michael	286
Dundas, Henry	211	Shannon, Rodney	284
Dundas, Hon. Richard Saunders	183	Simeon, Charles	291
Eden, Henry	300	Simpson, William	185
Edwards, Henry	284	Skelel, John	223
Fead, Francis	288	Smith, Thomas	272
Filmore, John	184	Smyth, William Henry	125
Fitz-Clarence, Adolphus	195	Stoddart, John	227
Franklin, Sir John	1	Stopford, Hon. Montagu	216
Fremantle, Charles Howe	285	Strangways, Charles	296
Gore, John (b)	271	Tait, Robert	294
Gosling, George	273	Thornbrough, Edward Le Cras	292
Grace, Percy	199	Thornton, Samuel	300
Graham, John George	278	Trefusis, Hon. George R. W.	182
Hire, George Augustus	225	Vidal, Alexander T. E.	278
Hope, Charles Hope	281	Walker, Charles Montagu	225
Hoppner, Henry Parkyns	279	Warrant, Thomas	270
Hotham, William	212	Webb, William	289
Jane, Henry	223	Wetherall, Frederick A.	289
Johnstone, Charles J. Hope	290	Williams, Edward Richard	297
Johnstone, William J. Hope	96	Yates, Richard Augustus	291
Keats, William	283	Yorke, Charles Philip	236
Lambert, George Robert	272		

## APPENDIX.

Narrative of the Naval Operations in Ava, during the Burmese War, in the years 1824, 1825, and 1826.

### ERRATA.

- Page 17, line 19, for *Company's* read *Companies'*
- 22, — 11 *from the bottom*, *delete* the comma after *be*
- 53, — 10, *for 24* read *sloop*
- 66, — 1, *for 39"* read *31"*
- , — 2, *after 21'* insert *30"*
- 72, — 4 *from the bottom*, *for Envoy* read *late H. M. Envoy*
- 90, — 17, *for Wiliam* read *William*
- 107, — 4, *for Lyons* read *Lyon*
- , — 8, *for and he had* read *and, moreover, he had*
- 129, — 5, *for Suazos* read *Suazo*
- 130, — 21, *for Lacey* read *Lascy*
- 158, — 12, *for Khahan* read *Kháhan*
- 159, — 22, *for a plain* read *a small plain*
- 165, — 11 *from the bottom*, *for fumaras* read *fumare*
- 166, — 2 —, *for Genna* read *Grenna*
- 246, — 6, *after Iphigenia* insert *a comma*
- 248, — 8 *from the bottom*, *for yards* read *yard-*
- 250, — 7, *after master* insert *a semicolon*
- , — 13 *from the bottom*, *after carronades*, *for 354* read *352*
- 314, — 1, *for suveyor* read *surveyor*
- Appendix, p. 31, line 8 *from the bottom*, *for repulse* read *repulsed*
- 33, — 12 —, *for nine* read *the Powerful and eight*
- , — 15 —, *for 20* read *60*
- 66, — 16, *for Norcock* read *Norcock*
- 73, — 16 *from the bottom*, *after replenished* insert *"*

# ROYAL NAVAL BIOGRAPHY.

---

---

## POST-CAPTAINS OF 1822.

(Continued).

---

### SIR JOHN FRANKLIN, KNT.

*Doctor of the Civil Law ; Fellow of the Royal Society, &c. &c. &c.*

THIS officer is a brother to the late Sir Willingham Franklin, Knt., one of the Puisne Judges at Madras, and was born at Spilsby, co. Lincoln, in the year 1786. He entered the royal navy, at the age of fourteen years, as midshipman on board the Polyphemus 64, Captain (now Admiral) John Lawford, which ship was attached to Lord Nelson's division, and sustained a loss of five men killed and twenty-five wounded, at the daring and successful attack on the Danish line of defence before Copenhagen, April 2d, 1801\*. We afterwards find him proceeding to New Holland, in the Investigator sloop, Captain Matthew Flinders, under whose command he continued until that vessel, proving unfit for further service, was laid up at Port Jackson, in July, 1803. He was then received as supernumerary master's-mate, on board the Porpoise store-ship, Lieutenant (now Captain) Robert Merrick Fowler, with whom he suffered shipwreck on a coral reef, in lat. 22° 11' S. long. 155° 13' E., Aug. 17th following. "His activity and perseverance in assisting to save the stores and provisions on that occasion, were truly praise-

---

\* See Vol. I. pp. 365—371, and *id.* p. 498.

worthy;" and his subsequent behaviour on board the Earl Camden, East Indiaman, where he had the superintendence of the signals in Captain Dance's celebrated rencontre with Mons. Linois, was such as to gain him the warmest commendations. The loss of the Porpoise, and the discomfiture of the French squadron, are described in pp. 367—378 of Suppl. Part. II.

Mr. Franklin next joined the Bellerophon 74, and "had charge of the signal department, the duties of which he performed with very conspicuous zeal and activity," at the memorable battle of Trafalgar. The loss then sustained by that always highly distinguished ship amounted, according to the official returns, to 27 officers and men, including her captain (John Cooke) killed, and 123 wounded\*; we are informed, however, that at least ten men received wounds, some of a severe nature, who did not report themselves injured. Of about forty persons stationed with Mr. Franklin on the poop, not more than eight escaped unhurt. Among the fortunate few was a veteran sailor, named Christopher Beaty, yeoman of the signals, who, seeing the ensign shot away a third time, mounted the mizen-rigging with the largest union-jack he could lay his hand upon, deliberately stopped the four corners of it; with as much spread as possible, to the shrouds, and regained the deck unhurt, the French riflemen in the tops, and on the poop of l'Aigle 74, seeing what he was about, and seemingly in admiration of such daring conduct, having suspended their fire for the few seconds that he remained aloft: this forbearance on the part of the enemy was the more noble, as they had previously picked off every man that appeared before the Bellerophon's mizen-mast.

Mr. Franklin continued in the same ship until Oct. 1807, when he joined the Bedford 74, Captain (now Rear-Admiral) James Walker, of which latter he was appointed an acting lieutenant on the 5th of December following: his first commission bears date Feb. 11th, 1808.

---

\* See Vol. II. Part II. p. 969.



The Bedford formed part of the squadron sent, by Sir W. Sidney Smith, to escort the royal family of Portugal from Lisbon to South America, where she was commanded for several months by the late Captain Adam Mackenzie, but latterly by Captain Walker. On her return to Europe, she was attached to the North Sea fleet; and principally employed in the blockade of Flushing, until the peace with France in 1814. She then assisted in escorting the allied sovereigns from Boulogne to England; and afterwards proceeded with the expedition against New Orleans. On the 14th Dec. in the same year, Lieutenant Franklin was slightly wounded, while leading the Bedford's boats to the attack of five large American gun-vessels, stationed in Lac Borgne, the capture of which force has been described at p. 4, *et seq.* of Suppl. Part IV.

The laborious exertions and great privations of the officers and seamen employed with the army during the subsequent operations against New Orleans, very few of whom ever slept one night on board their ships for a period of about seven weeks, have seldom been equalled: an outline of the services they performed is given at p. 637, *et seq.* of our first volume; but it is here necessary to add, that a party under Lieutenant Franklin assisted in cutting a canal across the entire neck of land between the Bayou Catalan and the Mississippi, of sufficient width and depth to admit of boats being brought up from Lac Borgne, for the purpose of transporting a military detachment, with 300 sailors and marines, to the right bank of the river, as a diversion in favor of the main attack upon the enemy's entrenched position. The fatigue undergone, in the prosecution of this work, no words can sufficiently describe; yet it was pursued without repining, and so far effected as to enable boats enough for the conveyance of 600 men to reach their destination: the soil through which the canal was dug being soft, parts of the bank gave way, and, choking up the channel, prevented the heaviest of the boats from getting forward: otherwise it was intended to have pushed over 1400 men. The brilliant result of the dash across the Mississippi, on the morning of

Jan. 8th, 1815, is stated in our memoir of Captain Rowland Money, C. B., under whom Lieutenant Franklin was then serving, at the head of the Bedford's small-arm men.

After the failure of the principal attack upon the enemy's lines, the armament proceeded to Isle Dauphine, where Sir John Lambert, who had succeeded to the command of the army on the fall of Sir Edward Pakenham, addressed the following letter to Vice-Admiral Sir Alexander Cochrane :

“The operations on which the two services are engaged being interrupted for the present, and as there is some uncertainty whether they may again be resumed, I wish to take the opportunity, previous to your sailing, of expressing how much the army is indebted to the active co-operations and zealous services of the navy.

“It would be presumption in me to call to your notice the distinguished flag-officers and captains of the fleet under your command; but there are a few individuals of junior rank whose exertions and intelligence have so repeatedly been the admiration of the general and superior officers under whose orders they have been acting on shore, at every service, from the first arrival of the forces under the late Major-General Ross on the coast of America, that I feel I should be deficient in my duty if I did not lay those names before you, in the hope that they may be transmitted by you to my Lords Commissioners of the Admiralty, sanctioned by your approbation and recommendation for promotion, viz. ; Lieutenants Curzon and Haymes, who have each acted as aide-de-camp to general officers; Lieutenants Fletcher, of H. M. S. Norge; Franklin, of the Bedford; and Foster, of the Asia. Lieutenant Haymes received the last words of the much lamented Major-General Ross, and afterwards was attached to the late Major-General Gibbs. I have the honor to be, &c.

(Signed) “JOHN LAMBERT.”

A copy of this letter was transmitted by Sir Alexander Cochrane to the Admiralty.

Lieutenant Franklin's next appointments were,—Sept. 7th, 1815, to be first of the Forth 40, Captain Sir William Bolton, which ship was paid off after conveying the Duchess d'Angoulême from England to Dieppe;—and, Jan. 14th, 1818, to command the Trent hired brig, under the orders of Captain Edward Buchan, to whom was assigned the task of inquiring into the state of the Polar Sea, to the northward of Spitzbergen, while another expedition, under Captain John

ROSS, was directed to examine the unexplored part of the east coast of North America, within the Arctic circle, and to endeavour to pass along the northern shore of that continent to Behring's Strait.

On his return from the above service, of which an authentic account will be found in our memoir of the officer who conducted it, Lieutenant Franklin volunteered to attempt reaching the North Pole, from the shores of Spitzbergen, by travelling with sledge-boats over the ice, or through any spaces of open water that might occur. The plan which he then suggested was afterwards followed up, in its most essential particulars, by Captain Parry, whose proceedings we have related at pp. 365—374 of Suppl. Part IV.

In the beginning of 1819, Lieutenant Franklin was appointed by Earl Bathurst to the command of an expedition, destined to proceed over land from the shores of Hudson's Bay to the Arctic Ocean, in order to amend the very defective geography of the northern part of North America; but more particularly to ascertain the actual position of the mouth of the Copper-mine River, and the exact trending of the shores of the Polar Sea to the eastward of that river. The gentlemen selected by the Admiralty to accompany him were Dr. John Richardson, a naval surgeon, well skilled in natural history, mineralogy, &c.; and Messrs. George Back and Richard Hood, midshipmen; with whom he embarked on board the ship *Prince of Wales*, at Gravesend, May 23d, and, after a narrow escape from being wrecked on Resolution Island, arrived in safety at York Factory, the principal depôt of the Hudson's Bay Company, Aug. 30th, 1819: he was also accompanied thither by two English sailors, and four Orkney boatmen, the latter of whom he had engaged at Stromness, to assist his progress as far as Lake Athabasca.

Having communicated to Mr. Williams, the governor of the Hudson's Bay Company's posts, the objects of the expedition, and that he had been directed to consult with him, and the several district masters, as to the best mode of proceeding, Lieutenant Franklin was gratified by his assurance that every possible assistance should be given to facilitate

the execution of the service. The following particulars are extracted from the official narratives of the officers engaged in this extremely hazardous undertaking :

“It was suggested in my instructions,” says the commander, “that we might probably secure a schooner at this place, to proceed north as far as Wager Bay; but the vessel alluded to was lying at Moose Factory completely out of repair; independently of which, the route directly to the northward was rendered impracticable by the impossibility of procuring hunters and guides on the coast. The opinions of all the gentlemen (resident at York Factory) were so decidedly in favor of the route by Cumberland House, and through the chain of posts to the Great Slave Lake, that I determined on pursuing it, and immediately communicated my intention to the governor, with a request that he would furnish me with the means of conveyance as speedily as possible. He selected one of the Company’s largest boats for our use on the journey; but he was able to furnish us only with a steersman; and we were obliged to make up the rest of the crew with the men brought from Stromness, and our two attendants, John Hepburn and Samuel Wilks.”

This appears to have been occasioned by the arrival of the Prince of Wales and two other ships from England having given full occupation to the Company’s boatmen, the whole of whom were required to convey the necessary stores to the posts in the interior, before the commencement of winter.

On the 9th of September, our enterprising travellers commenced the laborious ascent of the different rapid streams between York Factory and Cumberland House, a distance by water of about 690 miles, which they were not able to accomplish before the 23d of the following month. The published charts of their route convey so correct a view of the numerous rivers, rapids, portages, and lakes, and the difficulties and impediments which occur in the long river-navigations of North America; and these obstructions have been so minutely detailed by Messrs. Hearne and Mackenzie, that it is unnecessary for us to extract more than one passage relative to them: the little space we can afford will be better appropriated to matters of higher interest.

“The whole of the 2d of October,” says Lieutenant Franklin, “was spent in carrying the cargoes over a portage of 1300 yards in length, and



in launching the empty boats over three several ridges of rock which obstruct the channel of the White-Fall river, and produce as many cascades. I shall long remember the rude and characteristic wildness of the scenery which surrounded these falls; rocks piled on rocks, hung in rude and shapeless masses over the agitated torrents which swept their bases, whilst the bright and variegated tints of the mosses and lichens, that covered the face of the cliffs, contrasting with the dark green of the pines, which crowned their summits, added both beauty and grandeur to the general effect of the scene. In the afternoon, whilst on my way to superintend the operations of the men, a stratum of loose moss gave way under my feet, and I had the misfortune to slip from the summit of a rock into the river, betwixt two of the falls. My attempts to regain the bank were, for a time, ineffectual, owing to the rocks within my reach having been worn smooth by the action of the water; but after I had been carried a considerable distance down the stream, I caught hold of a willow, by which I held until two gentlemen of the Hudson's Bay Company came in a boat to my assistance. During the night the frost was severe, and at sun-rise, on the 3d, the thermometer stood at 25°."

On his arrival at Cumberland House, which is situated between Pine Island Lake and the Saskatchewan River, Lieutenant Franklin found it impracticable to advance farther by water, before the return of spring; but being soon convinced of the necessity of proceeding, during the winter, into the Athabasca district, the residents of which are best acquainted with the nature and resources of the country to the north of the Great Slave Lake, and from whence alone guides, hunters, and interpreters can be procured, he immediately resolved to set out for Carlton House, Isle à la Crosse, and Fort Chepewyan, where, by his presence, he hoped to prevent delay in the necessary preparations for his ulterior proceedings. The manner in which he performed this long and dreary journey, the following extracts will shew:—

"The general dress of the winter traveller in this region is a *capot*, having a hood to put up under the fur cap in windy weather, or in the woods, to keep the snow from his neck; leathern trowsers, and Indian stockings, which are closed at the ancles, round the upper part of his *mocassins*, or Indian shoes, to prevent the snow from getting into them. Over these he wears a blanket, or leathern coat, which is secured by a belt round his waist, to which his fire-bag, knife, and hatchet, are suspended.

"Mr. Back and I were accompanied by John Hepburn, and provided

with two carioles and two sledges: their drivers and dogs were furnished in equal proportions by the two trading Companies\*. Fifteen days' provisions so completely filled the sledges, that it was with difficulty we found room for a small sextant, one suit of clothes, and three changes of linen, together with our bedding. Notwithstanding we thus restricted ourselves, and even loaded the carioles with part of the baggage, instead of going in them ourselves, we did not set out without considerable grumbling from the drivers, respecting the overloading of their dogs. The weight usually placed upon a sledge, drawn by three dogs, cannot, at the commencement of a journey, be estimated at less than three hundred pounds, which, however, suffers a daily diminution from the consumption of provisions. The sledge itself weighs about thirty pounds. When the snow is hard frozen, or the track well trodden, the rate of travelling is about fifteen miles a day. If the snow is loose, the speed is necessarily much less, and the fatigue greater.

“At eight in the morning of the 18th Jan. 1820, we took leave of our hospitable friend, Governor Williams, whose kindness and attention I shall ever remember with gratitude. Dr. Richardson, Mr. Hood, and Mr. Connelly (the resident partner of the N. W. Company), accompanied us along the Saskatchewan until the snow became too deep for their walking without snow-shoes. We then parted from our associates, with sincere regret at the prospect of a long separation. Being accompanied by Mr. Mackenzie, of the Hudson's Bay Company, who was going to Isle à la Crosse, with four sledges under his charge, we formed quite a procession, keeping in an Indian file, in the track of the man who preceded the foremost dogs; but, as the snow was deep, we proceeded slowly on the surface of the river. At the place of our encampment we could scarcely find sufficient pine branches to floor 'the hut,' as the Orkney men term the spot where travellers rest. Its preparation, however, consists only in clearing away the snow to the ground, and covering that space with pine branches, over which the party spread their blankets and coats, and sleep in warmth and comfort, by keeping a good fire at their feet, without any other canopy than the heaven, even though the thermometer should be far below zero.

“The arrival at the place of encampment gives immediate occupation to every one of the party; and it is not until the sleeping place has been arranged, and a sufficiency of wood collected as fuel for the night, that the fire is allowed to be kindled. The dogs alone remain inactive during this busy scene, being kept harnessed to their burdens until the men have leisure to unstow the sledges, and hang upon the trees every species of

---

\* The cariole is merely a covering of leather for the lower part of the body, affixed to the common sledge, and painted and ornamented according to the taste of the proprietor.

provision out of the reach of these rapacious animals. We had ample experience, before morning, of the necessity of this precaution, as they contrived to steal a considerable part of our stores, almost from underneath Hepburn's head, notwithstanding their having been well fed at supper.

"Jan. 19.—The task of beating the track for the dogs was so very fatiguing, that each of the men took the lead in turns, for an hour and a half. The termination of the next day's journey was a great relief to me, who had been suffering during the greater part of it, in consequence of my feet having been galled by the snow-shoes: this, however, is an evil which few escape on their initiation to winter travelling; it excites no pity from their more experienced companions, who travel on as fast as they can, regardless of the pain of the sufferers.

"On the 26th, after a fatiguing march, we halted at the Upper Nip-péween, a deserted establishment; and performed the comfortable operations of shaving and washing, for the first time since our departure from Cumberland, the weather hitherto having been too severe. We passed an uncomfortable and sleepless night, and agreed to encamp in future in the open air, as preferable to the imperfect shelter of a forsaken house without doors or windows. The wolves serenaded us through the night of the 27th with a chorus of their agreeable howling, but none of them ventured near the encampment. Mr. Back's repose was disturbed by a more serious evil; his buffalo robe caught fire, and the shoes on his feet, being contracted by the heat, gave him such pain, that he jumped up in the cold, and ran into the snow as the only means of obtaining relief.

"On the 28th, we had a strong and piercing wind in our faces, and much snow-drift. We were compelled to walk as quick as we could, and to keep constantly rubbing the exposed parts of the skin, to prevent their being frozen; but some of the party suffered in spite of every precaution. The night was miserably cold; our tea froze in the tin pots before we could drink it, and even a mixture of spirits and water became thick by congelation.

"Jan. 31st.—As soon as day-light permitted, the party commenced their march, in the expectation of reaching Carlton House; but we did not arrive until noon, although the track was good. We were received by Mr. Prudens, the gentleman in charge of the post, with that friendly attention which Governor Williams's circular was calculated to ensure at every station; and were soon afterwards regaled with a substantial dish of buffalo steaks, which would have been thought excellent under any circumstances, but were particularly relished by us, though eaten without either bread or vegetables. After this repast, we had the comfort of changing our travelling dresses, which had been worn for fourteen days."

On the 9th Feb., Lieutenant Franklin resumed his travels; and on the 23d, arrived at the Hudson's Bay Company's fort, near Isle à la Crosse, where he received much valuable



information respecting the country to the north of the Great Slave Lake, and was furnished by Mr. Clark, the superintendent, with a list of stores he supposed the expedition would require. At the neighbouring post, some letters were found which Lieutenant Franklin had addressed to the partners of the N. W. Company, in the Athabasca district, shortly after his arrival at Cumberland House—a circumstance which proved the necessity of his proceeding to Fort Chipewyan, where, on the 26th March, he terminated a journey of 857 statute miles, performed in the depth of winter, with a weight of between two and three pounds almost constantly attached to his feet and ancles.

“We had the pleasure,” continues Lieutenant Franklin, “of being received by Messrs. Keith and Black, the partners of the N. W. Company in charge of Fort Chipewyan, in the most kind and hospitable manner. Our first object was to obtain some certain information respecting our future route, and we received from one of their interpreters, named Beaulieu, a half-breed, who had been brought up amongst the Dog-ribbed and Copper Indians, some satisfactory intelligence, which we afterwards found tolerably correct, respecting the mode of reaching the Copper-mine River, which he had descended a considerable way; as well as of the course of that river to its mouth. The Copper Indians, however, he said, would be able to give us more accurate information as to the latter part of its course, as they occasionally pursue it to the sea. He sketched on the floor a representation of the river, and a line of coast according to his idea of it. Just as he had finished, an old Chipewyan Indian, named Black Meat, unexpectedly came in, and instantly recognized the plan. He then took the charcoal from Beaulieu, and inserted a track along the sea-coast, which he had followed in returning from a war excursion, made by his tribe against the Esquimaux. He detailed several particulars of the coast and the sea, which he represented as studded with well wooded islands, and free from ice close to the shore, but not to a great distance, in the month of July. He likewise described two other rivers to the eastward of the Copper-mine, which also fall into the Northern Ocean; but he represented them both as being shallow, and too much interrupted by barriers for being navigated in any other than small Indian canoes.

“Having received this intelligence, I wrote immediately to the gentlemen in charge of the posts at the Great Slave Lake, to communicate the object of the expedition, and our proposed route; and to solicit any information they possessed, or could collect from the Indians, relative to the countries we had to pass through, and the best manner of proceeding. As the Copper Indians frequent the establishment on the north side of the

Lake, I particularly requested them to explain to that tribe the object of our visit, and to endeavour to procure from them some guides and hunters to accompany our party."

"On the 10th of May we were gratified by the appearance of spring; the trees began to put forth their leaves, and the mosquitoes visited the warm rooms. On the 17th and 18th there were frequent showers of rain, and much thunder and lightning. This weather caused the ice to waste so rapidly, that, by the 24th, it had entirely disappeared from the Lake Athabasca. The gentlemen belonging to both the companies quickly arrived from the posts in this department, bringing their winter's collection of furs, which are forwarded from these establishments to the depôts."

Lieutenant Franklin now began to make some arrangements respecting the obtaining of men, and the stores he should require for their equipment, as well as for presents for the Indians; but he learnt with regret, that in consequence of the recent lavish expenditure of the Companies' goods, in support of a determined commercial opposition, their supply to the expedition would, of necessity, be very limited. The men, too, were backward in offering their services, especially those of the Hudson's Bay Company, who demanded a much higher rate of wages than he considered it would be proper to grant.

"June 3.—Mr. Smith, a partner of the N. W. Company, arrived from the Great Slave Lake, and (says Lieutenant Franklin) was the bearer of the very gratifying intelligence that Akaitcho, the principal chief of the Copper Indians, had received the communication of our arrival with joy, and given all the information he possessed respecting the route to the sea-coast by the Copper-mine River; also that he and a party of his men, at the instance of Mr. Frederick Wentzel, a clerk of the N. W. Company, whom they wished might go along with them, had engaged to accompany the expedition as guides and hunters. They were to await our arrival at Fort Providence, on the north side of the Slave Lake. Their information coincided with that given by Beaulieu. They had no doubt of our being able to obtain the means of subsistence in travelling to the coast. This agreeable intelligence had a happy effect upon the minds of the Canadian voyagers; many of their fears being removed: several of them seemed now disposed to volunteer; indeed, on the same evening, two men from the N. W. Company offered themselves, and were accepted. Mr. Smith was left in charge of Fort Chipewyan during the summer, and he soon evinced his desire to further our progress, by directing a canoe to be built

for our use, which was finished on the 2d July. Its extreme length was 32 feet 6 inches, including the bow and stern pieces ; its greatest breadth was 4 feet 10 inches, but it was only 2 feet 9 inches forward, where the bowman sat, and 2 feet 4 inches behind, where the steersman was placed ; and its depth was 1 foot 11¼ inches ; there were seventy-three hoops of thin cedar, and a layer of slender laths of the same wood within the frame. These feeble vessels of bark will carry twenty-five pieces of goods, each weighing ninety pounds, exclusive of the necessary provision and baggage for the crew of five or six men, amounting in the whole to about 3,300 pounds weight. This great lading they annually carry between the dépôts and the posts in the interior ; and it rarely happens that any accidents occur, if they are managed by experienced bowmen and steersmen, on whose skill the safety of the canoe entirely depends in the rapids and difficult places. Its weight is estimated at 300 pounds, exclusive of the poles and oars."

At Cumberland House, which is situated four degrees and three quarters to the southward of Fort Chipewyan, it was not before the 10th or 12th of April, that the return of the swans, geese, and ducks, gave certain indications of the advance of spring. "On the 15th," says Mr. Hood, "fell the first shower of rain we had seen for six months ; and, on the 17th, the thermometer rose to 77° in the shade. The whole face of the country was deluged by the melted snow. On the 28th, the Saskatchewan swept away the ice which had adhered to its banks, and the next day a boat came down from Carlton House with provisions. We received such accounts of the state of vegetation at that place, that Dr. Richardson determined to visit it, in order to collect botanical specimens, as the period at which the ice was expected to admit of the continuation of our journey was still distant. Accordingly he embarked on the 1st of May."

Agreeable to directions left by Lieutenant Franklin, applications were now made to the chiefs of the Hudson's Bay and N. W. Companies' posts, for two canoes, with proper crews, and a supply of stores, for the use of the expedition ; but they were not able to comply with this requisition till the arrival of their respective returns from Isle à la Crosse and the Saskatchewan departments. Even then, the most material stores they could supply did not amount to more than



two barrels of gunpowder, a keg of spirits, and two pieces of tobacco, with pemmican for sixteen days. The crews of the canoes were not completed before the 11th of June; and a heavy storm of wind and rain prevented Dr. Richardson and Mr. Hood from leaving Cumberland House till the 13th, on which day they entered the mouth of the Sturgeon river, on their route to Isle à la Crosse and Fort Chipewyan. Their arrival at the latter post is thus noticed by Lieutenant Franklin:

“July 13th.—This morning Mr. Back and I had the sincere gratification of welcoming our long-separated friends, who arrived in perfect health, with two canoes, having made a very expeditious journey from Cumberland, notwithstanding they were detained near three days in consequence of the melancholy loss of one of their bow-men, by the upsetting of a canoe in a strong rapid. The zeal and talent displayed by Dr. Richardson and Mr. Hood, in the discharge of their several duties, since my separation from them, drew forth my highest approbation. The Canadians whom they brought were most desirous of continuing with us, and we felt great pleasure in being able to keep men who were so zealous in the cause, and who had given proofs of their activity on their recent passage to this place, by discharging those men who were less willing to undertake the journey.

“July 18th.—The stores were distributed to the three canoes. Our stock of provision unfortunately did not amount to more than sufficient for one day's consumption, exclusive of two barrels of flour, three cases of preserved meat, some chocolate, arrow-root, and portable soup, which we had brought from England, and intended to reserve for our journey to the coast next season. It was gratifying, however, to perceive that this scarcity of food did not depress the spirits of our Canadian companions, who cheerfully loaded their canoes, and embarked in high glee, after receiving the customary dram.”

On the 29th of July, Lieutenant Franklin and his party reached Fort Providence, in lat.  $62^{\circ} 17' 19''$  N., long.  $114^{\circ} 9' 28''$  W., which was the last station of the N. W. Company, and exclusively occupied by them; the Hudson's Bay Company having no settlement to the northward of Moose-Deer-Island, where the expedition had halted for two days, and obtained a small supply of dried meat.

On the 1st of August, the Indian guides set out for the mouth of the Yellow Knife River, where they were joined, on the 3d, by Lieutenant Franklin and his companions, all



in high spirits, being heartily glad that the time had at length arrived when their course was to be directed towards the Polar Sea, and through a line of country which had not previously been visited by any European. The expedition was then composed of Lieutenant Franklin, Dr. Richardson, Messrs. Back, Hood, and Wentzel, John Hepburn, sixteen Canadian voyageurs, one Iroquois, and two interpreters,—three women accompanied their husbands, in a small canoe, for the purpose of making shoes and clothes for the whole party, at the winter establishment; and there were also three children belonging to two of these women:—total 31 persons, old and young. “Our provision,” says Lieutenant Franklin, “was two casks of flour, two hundred dried rein-deer tongues, some dried moose meat, portable soup, and arrow-root, sufficient in the whole for ten days’ consumption, besides two cases of chocolate, and two canisters of tea.” Several of the Copper-Indians’ canoes were managed by women, who proved to be noisy companions, for they quarrelled frequently, and the weakest was generally profuse in her lamentations.

So great and so numerous were the difficulties experienced from the want of provisions, and from the impediments in the navigation of the numerous rivers and lakes, on account of the rapids of the one and the shallows of the other, together with the frequent portages, that their progress was exceedingly slow and tedious; and they did not arrive at the spot where it was found necessary to hut themselves for the winter, which was situated in lat.  $64^{\circ} 28' N.$ , long.  $113^{\circ} 6' W.$ , and distant from Fort Chipewyan only 553 miles, before the 20th of August. With regard to the interruptions from the portages, they became more frequent, and the dragging of the boats more fatiguing, in proportion as they advanced to the northward; and thus the sufferings of the Canadians from want of sufficient sustenance were greatly aggravated. It not unfrequently happened, that in one day they had to land the stores and reload the canoes with them five or six times. The united length of the portages they crossed between Fort Providence and the spot chosen for their winter residence, was  $21\frac{1}{2}$  statute miles; and as they had to traverse

each portage four times, with a load of 180 pounds, and return three times light, they walked in the whole upwards of 150 miles. We cannot, therefore, be surprised, that these men, who had been accustomed to live, when at the trading Companies' forts, entirely on animal food, the daily allowance of which is eight pounds per man, should be disheartened, and exhibit symptoms of insubordination, when they found themselves reduced to one scanty meal a day. Lieutenant Franklin's narrative informs us, that for some days they murmured at their meagre diet, strove to get the whole stock of provision to consume at once, and at length, on the 11th of August, broke out into open discontent, threatening that they would not proceed unless more food was given to them.

"This conduct," says he, "was the more unpardonable, as they saw we were rapidly approaching the fires of the hunters, and that provision might be soon expected. I, therefore, felt the duty incumbent on me to address them in the strongest manner on the danger of insubordination, and to assure them of my determination to inflict the heaviest punishment on any that should persist in their refusal to go on, or in any other way attempt to retard the expedition. I must admit, however, that the present hardships of our companions were of a kind which few could support without murmuring, and no one could witness without feeling a sincere pity for their sufferings. Just as we had encamped, we were delighted to see four of the hunters arrive, with the flesh of two rein-deer. This seasonable supply instantly revived the spirits of our companions, and they immediately forgot all their cares. As we did not afterwards experience any deficiency of food, during this stage of our journey, they worked extremely well, and never again reflected upon us as they had done before, for rashly bringing them into an inhospitable country, where the means of subsistence could not be procured."

On the morning of the 25th August, Lieutenant Franklin was surprised by some early symptoms of the approach of winter; the small pools were frozen over, and a flock of geese passed to the southward. Up to this period, he had cherished the hope of fixing his winter-quarters at the mouth of the Copper-mine River; but Akaitcho now declared, that the very attempt would be rash and dangerous, as the weather was cold, the leaves were falling, and the winter would shortly set in; and that, as he considered the lives of

all who went on such a journey would be forfeited; he neither would go himself, nor permit his people to accompany them. On the morning of the 27th, Lieutenant Franklin held a consultation with his officers, when all agreed that the descent to the Polar Sea this season could not be attempted, without hazarding a complete rupture with these Indians; and it was resolved that they should content themselves with making an excursion to the head of the Coppermine river, in Point Lake, about 60 miles to the northward of their present resting place, merely to satisfy themselves of its size and position.

“During our little expedition,” says Lieutenant Franklin, “Mr. Wentzel had made great progress in the erection of our winter-house, (Fort Enterprise,) having nearly roofed it in. The men continued to work diligently, and by the 30th of September had almost completed it for our reception, when a heavy fall of rain washed the greater part of the mud off the roof. This rain was remarked by the Indians as unusual, after what they had deemed so decided a commencement of winter. In the mean time, we resided in our tents, which proved very cold habitations, although we maintained a fire in front of them, and also endeavoured to protect ourselves from the piercing winds by a barricade of pine branches. On the 6th of October, the house being completed, we removed into it; and having filled our capacious clay-built chimney with fagots, we spent a cheerful evening before the invigorating blaze. It was merely a log-building, 50 feet long, and 24 wide, divided into a hall, three bed-rooms, and a kitchen. The walls and roof were plastered with clay, the floor laid with planks rudely squared with the hatchet, and the windows closed with parchment of deer skin. The clay, which, from the coldness of the weather, required to be tempered before the fire with hot water, froze as it was daubed on, and afterwards cracked in such a manner as to admit the wind from every quarter. We took up our abode at first on the floor; but our working party, who had shewn such skill as house-carpenters, soon proved themselves to be, with the same tools, the hatchet and crooked knife, excellent cabinet-makers, and daily added a table, a chair, or a bedstead, to the comforts of our establishment.

“The weather becoming daily colder, all the lakes in the neighbourhood of the house were completely frozen over by the middle of the month. The rein-deer now began to quit us for more southerly and better sheltered pastures. Indeed their residence in our neighbourhood would have been of little service to us, for our ammunition was almost completely expended, although we had dealt it of late with a very sparing hand to the Indians. We had, however, already secured in the storehouse the car-



cases of 180 deer, together with 1000 pounds of suet, and some dried meat; and had, moreover, eighty deer stowed up at various distances from the house. The fishing failed as the weather became more severe, and was given up on the 5th. It had procured us about 1200 white fish, from two to three pounds each."

But this stock of provision was barely sufficient for the party at Fort Enterprise, including the Indians and their families, who returned from hunting before the end of the month, and gave scope to their natural love of ease as long as there seemed plenty in store.

On the 18th of October, Messrs. Back and Wentzel set out for Fort Providence, accompanied by two Canadians, two Indians, and the wives of the latter. Mr. Back had most handsomely volunteered to go and make the necessary arrangements for transporting the stores expected from Cumberland House, and to endeavour to obtain some additional supplies from the establishment at Slave Lake. If any accident should have prevented the arrival of the stores, and the Company's establishments at Moose-deer Island should be unable to supply the deficiency, he was, if he found himself equal to the task, to proceed to Chipewyan.

"Ammunition," says his commander, "was essential to our existence, and a considerable supply of tobacco was also requisite, not only for the comfort of the Canadians, who use it largely, and had stipulated for it in their engagements, but also as a means of preserving the friendship of the Indians. Blankets, cloth, and iron-work, were scarcely less indispensable to equip our men for the advance next season. Mr. Wentzel accompanied Mr. Back, to assist him in obtaining from the traders, on the score of old friendship, that which they might be inclined to deny to our necessities.

"Towards the end of October, the men completed their house, and took up their abode in it. It was 34 feet long and 18 feet wide, divided into two apartments, and placed at right angles to the officers' dwelling; as was also the store-house. The weather in December, 1820, was the coldest we experienced during our residence in America. The thermometer sunk on one occasion to 57° below zero, and never rose beyond 6° above it: the mean for the month was -29.7°. The trees froze to their very centres, and became as hard as stones, and more difficult to cut. Some of the axes were broken daily, and by the end of the month we had but one left that was fit for felling trees. By entrusting it only to one of the party, who had been bred a carpenter, and who could use it with dexterity, it was fortunately preserved until the arrival of our men with

others from Fort Providence. A thermometer, hung in our bed-room at the distance of sixteen feet from the fire, but exposed to its direct radiation, stood even in the day-time occasionally at  $15^{\circ}$  below zero, and was observed more than once, previous to the kindling of the fire in the morning, to be as low as  $-40^{\circ}$ .

“As it may be interesting to the reader to know how we passed our time at this season of the year, I shall mention briefly, that a considerable portion of it was occupied in writing up our journals. Some newspapers and magazines, that we had received from England with our letters, were read again and again, and commented upon, at our meals; and we often exercised ourselves with conjecturing the changes that might take place in the world before we could hear from it again. The probability of our receiving letters, and the period of their arrival, were calculated to a nicety. We occasionally paid the wood-cutters a visit, or took a walk for a mile or two on the (Winter) river.

“In the evenings we joined the men in the hall, and took a part in their games, which generally continued to a late hour; in short, we never found the time to hang heavy on our hands; and the peculiar operations of each of the officers afforded them more employment than might at first be supposed. I re-calculated the observations made on our route; Mr. Hood protracted the charts, and made drawings of birds, plants, and fishes, which have been the admiration of every one who has seen them. Each of the party sedulously and separately recorded their observations on the aurora; and Dr. Richardson contrived to obtain from under the snow, specimens of most of the lichens in the neighbourhood, and to make himself acquainted with the mineralogy of the surrounding country.

“The Sabbath was always a day of rest with us: the woodmen were required to provide for the exigencies of that day on Saturday, and the party were dressed in their best attire. Divine service was regularly performed, and the Canadians attended, and behaved with great decorum, although they were all Roman Catholics, and but little acquainted with the language in which the prayers were read. I regretted much that we had not a French prayer-book, but the Lord’s prayer and creed were always read to them in their own language.

“Our diet consisted almost entirely of rein-deer meat, varied twice a week by fish, and occasionally by a little flour; but we had no vegetables of any description. On the Sunday mornings we drank a cup of chocolate; but our greatest luxury was tea (without sugar), of which we regularly partook twice a-day. With rein-deers’ fat, and strips of cotton shirts, we formed candles; and Hepburn acquired considerable skill in the manufacture of soap, from the wood-ashes, fat, and salt. Such are our simple domestic details.”

On the 1st of Jan. 1821, Messrs. Franklin, Back, and Hood, were promoted: the former to the rank of command-



er, and the two latter to be lieutenants. At this period, nine more men were employed in bringing up supplies from the southward. On the 27th, Mr. Wentzel returned from the Great Slave Lake, with two Esquimaux interpreters, who had been sent thither by Governor Williams; but the 17th of March arrived before Mr. Back again made his appearance. His journey on foot, in the depth of winter, as far as Fort Chipewyan and back, is among the many instances of extraordinary exertion and determined perseverance which this expedition afforded. He thus concludes his interesting report, from which, in another part of our work, we shall, probably, give some other extracts:—

“ I had the pleasure of meeting my friends all in good health, after an absence of nearly five months, during which time I had travelled one thousand one hundred and four miles, on snow-shoes, and had no other covering at night, in the woods, than a blanket and deer-skin, with the thermometer frequently at  $-40^{\circ}$ , and once at  $-57^{\circ}$ ; and sometimes passing two or three days without tasting food.”

At Fort Enterprise, the last of the winter's stock of deers' meat was expended on the 23d of March, and Captain Franklin was compelled to issue a little pounded meat which he had reserved for making pemmican for summer use. To divert the attention of the men from their wants, he encouraged the practice of sliding, upon sledges, down the steep bank of the river near their residence. These vehicles descended the snowy slope with much velocity, and ran a great distance upon the ice. The officers joined in the sport, and had numerous overturns: on one occasion, when Captain Franklin had been thrown from his seat and almost buried in the snow, a fat Indian woman drove her sledge over him, and sprained his knee severely.

It was not until the 14th of June, that the Indians considered the ice to have sufficiently broken up in the Coppermine river, to admit of its being navigated by canoes. Dr. Richardson had just before advanced with twenty men, women, and children, to the borders of Point Lake, where he found the snow deeper in many parts than it had been at any

time during the winter, near Fort Enterprise; and he likewise reported that the ice on the lake had scarcely begun to decay. As the time of departure approached, the Indians began to manifest a decided reluctance to proceed; and, on the 22d June, only five of them remained to accompany the expedition, which was then encamped in lat.  $65^{\circ} 12' 40''$  N., long.  $113^{\circ} 8' 25''$  W.

The Copper-mine river, like all those which they had hitherto navigated, was found to be full of rocks, rapids, and shoals, and in many places bridged with large masses of ice. The grassy plains on either side, however, abounded with game, particularly with those singular little animals known by the name of the musk-oxen, of which they killed several, but all of them lean, and the flesh by no means palatable; the weight of the largest did not exceed 300 pounds.

On the 7th of July, the expedition reached the most westerly part of that river; and on the 11th, Captain Franklin, with his officers, ascended a range of the Copper Mountains, varying in height from 1200 to 1500 feet, where they travelled for nine hours over a considerable space of ground, but found only a few small pieces of native copper. On the following day, the tents were pitched, under the shelter of a high hill, in lat.  $67^{\circ} 23' 14''$  N., long.  $116^{\circ} 6' 51''$  W. Some vestiges of an old Esquimaux encampment were observed near to this spot, and the stumps of the trees bore marks of the stone hatchets used by that people. It was now deemed expedient to send forward the two Esquimaux interpreters (Augustus and Junius), in order, if possible, to tranquillize the minds of their countrymen, with regard to the object of the expedition; and a strict watch was ordered to be kept at night, both by officers and men.

The herds of deer in this part of the country, attract great numbers of wolves, which are so sagacious, as rarely to be caught in any kind of trap. Inferior in speed to the deer, these creatures have recourse to a stratagem which seldom fails to succeed, in places where extensive plains are bounded by precipitous cliffs.

“ Whilst the deer are quietly grazing, the wolves assemble in great

numbers, and, forming a crescent, creep slowly towards the herd, so as not to alarm them much at first; but when they perceive that they have fairly hemmed in the unsuspecting creatures, and cut off their retreat across the plain, they move more quickly, and with hideous yells terrify their prey, and urge them to flight by the only open way, which is that towards the precipice; appearing to know, that when the herd is once at full speed, it is easily driven over the cliff, the rearmost urging on those that are before. The wolves then descend at their leisure, and feast on the mangled carcases."

This stratagem was attempted on Dr. Richardson, near the above encampment.

"Having the first watch, he had gone to the summit of the hill, and remained there contemplating the river that washed the precipice under his feet, long after dusk had hid distant objects from his view. His thoughts were, perhaps, far distant from the surrounding objects, when he was roused by an indistinct noise behind him, and on looking round perceived that nine white wolves had ranged themselves in form of a crescent, and were advancing, apparently with the intention of driving him into the river. On his rising up they halted, and when he advanced they made way for his passage down to the tents. He had a gun in his hand, but forebore to fire, lest there should be Esquimaux in the neighbourhood. During the middle watch, the wolves appeared repeatedly on the summit of the hill, and at one time they succeeded in driving a deer over."

The first view of the Polar Sea was obtained by Dr. Richardson, from the top of a lofty hill, which he ascended after supper, on the 14th of July. Next day, the expedition arrived at the "Bloody Fall" of Hearne, situated in lat.  $67^{\circ} 42' 35''$  N., long.  $115^{\circ} 49' 33''$  W. The appearance of many different bands of Esquimaux, in the neighbourhood of this place, terrified the Indians to such a degree, that they determined not to proceed any farther, lest they should be surrounded and their retreat cut off. Captain Franklin endeavoured, by the offer of any remuneration they would choose, to prevail upon one or two of them to go on, but in vain; and he had much difficulty even in obtaining their promise to wait at the Copper Mountains for Mr. Wentzel, and four men whom he intended to discharge on his arrival at the ocean, then only nine miles distant. The fears which the

two Canadian interpreters now entertained respecting the voyage were also so great, that they requested to be discharged, urging that their services could no longer be requisite, as the Indians were going away; but these were the only two men of the party on whose skill in hunting Captain Franklin could rely, and he therefore peremptorily refused to part with them.

“Our Canadian voyagers,” says he, “were amused with their first view of the sea, and particularly with the sight of the seals that were swimming about near the entrance of the river; but these sensations gave place to despondency before the evening had elapsed. They were terrified at the idea of a voyage through an icy sea in bark canoes. They speculated on the length of it,—the roughness of the water,—the uncertainty of procuring provisions,—the exposure to cold where we could expect no fuel,—and the prospect of having to traverse the barren grounds, to get to some establishment. The two interpreters (St. Germain and Adam) expressed their apprehensions with the least disguise, and again urgently applied to be discharged. Judging that the constant occupation of their time, as soon as we were enabled to commence the voyage, would prevent them from conjuring up so many causes of fear, and that familiarity with the scenes on the coast would, in a short time, enable them to give scope to their natural cheerfulness, the officers endeavoured to ridicule their fears, and happily succeeded for the present. The manner in which our faithful Hepburn viewed the element that he had been so long accustomed to, contributed not a little to make them ashamed of their fears.

“The despatches being finished, were delivered this evening to Mr. Wentzel, who parted from us at 8 p. m., with the Canadians whom I had discharged for the purpose of reducing our expenditure of provisions as much as possible. The remainder of the party, including officers, amounted to twenty persons. The situation of our encampment was ascertained to be, in lat.  $67^{\circ} 47' 50''$  N., and long.  $115^{\circ} 36' 49''$  W.; the variation of the compass  $46^{\circ} 25' 52''$  E., and the dip of the needle  $88^{\circ} 5' 7''$ .

“It will be perceived, that the position of the mouth of the river, given by our observations, differs widely from that assigned by Mr. Hearne; but the accuracy of his description, conjoined with Indian information, assured us that we were at the very part he visited. I have, therefore, named the most conspicuous promontory we then saw ‘Cape Hearne’, as a just tribute to the memory of that persevering traveller.”

A strong N. E. gale and a dense fog detained Captain Franklin at this resting place until noon on the 21st of July, when he embarked his party in two canoes, and commenced



the navigation of the Arctic Ocean; with a voyage before him of not less than 1200 geographical miles, Fort Churchill, on the western shore of Hudson's Bay, being the nearest spot at which he could hope to meet with a civilized human being. He had, it is true, some faint hope of meeting with Esquimaux along the coast, with whom he might, if necessary, pass the winter; but not one was to be seen, though the vestiges of their habitations were occasionally visible. The following will suffice to shew the desperate nature of this undertaking:

“July 25.—We had constant rain with thunder during the night. The nets furnished only three salmon-trout. Embarking at six A. M., we paddled against a cold breeze, until the spreading of a thick fog caused us to land. At noon, the wind coming from a favorable quarter tempted us to proceed, although the fog was unabated. We kept as close as we could to the main shore, but having to cross some bays, it became a matter of doubt whether we had not left the main, and were running along an island. Just as we were endeavouring to double a bold cape, the fog partially cleared away, and allowed us an imperfect view of a chain of islands on the outside, and of much heavy ice which was pressing down upon us. The shore near us was so steep and rugged, that no landing of the cargoes could be effected, and we were preserved only by some men jumping on the rocks, and thrusting the ice off with poles. There was no alternative but to continue along this dreary shore, seeking a channel between the different masses of ice which had accumulated at the various points. In this operation both the canoes were in imminent danger of being crushed by the ice, which was now tossed about by the waves that the gale had excited. We effected a passage, however, and keeping close to the shore, landed at the entrance of Detention Harbour, at nine P. M., having come 28 miles. I have named this cape after Mr. Barrow, of the Admiralty.

“We had much wind and rain during the night; and by the morning of the 26th a great deal of ice had drifted into the inlet. We embarked at four, and attempted to force a passage, when the first canoe got enclosed, and remained for some time in a very perilous situation, the pieces of ice, crowded together by the action of the current and wind, pressing strongly against its feeble sides. On the morning of the 27th, the ice remaining stationary at the entrance, we went to the bottom of the harbour, and carried the canoes and cargoes about a mile and a half across the point of land that forms the east side of it; but the ice was not more favorable there for our advancement than at the place we had left. On the morning of the 29th, the ice appearing less compact, we embarked to change our situation, having consumed all the fuel within our reach. The wind came off the land just as the canoes had started, and we determined on attempting to force a passage along the shore; in which we fortunately



succeeded, after seven hours' labour, and much hazard to our frail vessels. They fortunately received no material injury, though they were split in two places. Our observations place the entrance of Detention Harbour in lat. 67° 53' 45", long. 110° 41' 20". Dr. Richardson discovered near the beach a small vein of galena, traversing gneiss rocks, and the people collected a quantity of it, in the hope of adding to our stock of balls; but their endeavours to smelt it, were, as may be supposed, ineffectual.

"Embarking at four on the morning of the 12th, we proceeded against a fresh N. E. wind, which raised the waves to a height that quite terrified our people, accustomed only to the navigation of rivers and lakes. We were obliged, however, to persevere in our advance, feeling as we did, that the short season for our operations was hastening away.

"Aug. 13.—We paddled close to the shore for some miles, and then ran before the breeze with reefed sails, scarcely two feet in depth. Both of the canoes shipped much water, and one of them struck twice on sunken rocks.

"Aug. 15.—In the evening we were exposed to much inconvenience and danger from a heavy rolling sea, the canoes receiving many severe blows, and shipping a good deal of water, which induced us to encamp, at five P. M. Shortly after the tents were pitched, Mr. Back reported that both canoes had sustained material injury during this day's voyage. I found on examination, that fifteen timbers of the first canoe were broken, some of them in two places; and that the second was so loose in the frame, that its timbers could not be bound in the usual secure manner, and consequently there was danger of its bark separating from the gunwales if exposed to a heavy sea. Distressing as were these circumstances, they gave me less pain than the discovery that our people, who had hitherto displayed a courage beyond our expectation, now felt serious apprehensions for their safety, which so possessed their minds, that they were not restrained, even by the presence of their officers, from expressing them. Their fears, we imagined, had been principally excited by the (Canadian) interpreters, who from the outset had foreboded every calamity; and we strongly suspected that their recent want of success in their hunting excursions, had proceeded from an intentional relaxation in their efforts to kill deer, in order that the want of provision might compel us to put a period to our voyage. I must now mention, that many concurrent circumstances had caused me, during the few last days, to meditate on the approach of this painful necessity. The strong breezes we had encountered led me to fear that the season was breaking up, and severe weather would soon ensue, which we could not sustain in a country destitute of fuel. Our stock of provision was now reduced to a quantity of pemmican only sufficient for three days' consumption, and the prospect of increasing it was not encouraging. It was evident that the time spent in exploring the Arctic and Melville Sounds, and Bathurst's Inlet, had precluded the hope of reaching Repulse Bay, which at the outset of the

voyage we had fondly cherished ; and it was equally obvious, that as our distance from any of the trading establishments would increase as we proceeded, the hazardous traverse across the barren grounds, which we should have to make, if compelled to abandon the canoes upon any part of the coast, would become greater.

“I this evening communicated to the officers my sentiments on these points, as well as respecting our return, and was happy to find that their opinions coincided with my own. We were all convinced of the necessity of putting a speedy termination to our advance, and I announced my determination of returning at the end of four days, unless we should previously meet the Esquimaux, and be enabled to make some arrangement for passing the winter with them. This communication was joyfully received by the men.

“Aug. 16th.—We rounded a cape, which now bears the name of my lamented friend Captain Flinders, and had the pleasure to find the coast trending N. N. E., with the sea in the offing unusually clear of islands ; a circumstance which afforded matter of wonder to our Canadians, who had not previously had an uninterrupted view of the ocean. Our course was continued along the coast until eight p. m., when a change of wind, and a threatening thunder squall, induced us to encamp. The Canadians had now an opportunity of witnessing the effect of a storm upon the sea ; and the sight increased their desire of quitting it. The following observations were obtained,—lat.  $68^{\circ} 18' 50''$  N. ; long.  $110^{\circ} 5' 15''$  W., (but  $109^{\circ} 25'$  was used in the construction of the chart, as the chronometers were afterwards found to have altered their rates) ; variation  $44^{\circ} 15' 46''$  E. ; and dip of the needle  $89^{\circ} 31' 12''$ .

“Aug. 18th.—The stormy weather and sea continuing, there was no prospect of our being able to embark. Dr. Richardson, Mr. Back, and I, therefore, set out on foot to discover whether the land within a day's march inclined more to the east. We went from ten to twelve miles along the coast, which continued flat, and kept the same direction as the encampment. The most distant land we saw had the same bearing, N. N. E., and appeared like two islands, which we estimated to be six or seven miles off : the shore on their inside seemingly trended more to the east, so that it is probable Point Turnagain, for so this spot was named, forms the pitch of a low flat cape.

“Though it will appear from the chart, that the position of Point Turnagain is only six degrees and a half to the east of the mouth of the Copper-mine River, we sailed, in tracing this deeply indented coast, 555 geographical miles, which is little less than the distance between that river and Repulse Bay ; supposing the latter to be in the longitude assigned to it by Middleton.

“When the many perplexing incidents which occurred during the survey of the coast are considered, in connection with the shortness of the period during which operations of the kind can be carried on, and the

distance we had to travel before we could gain a place of shelter for the winter, I trust it will be judged that we prosecuted the enterprise as far as was prudent, and abandoned it only under a well-founded conviction that a further advance would endanger the lives of the whole party, and prevent the knowledge of what had been done from reaching England. The active assistance I received from the officers, in contending with the fears of the men, demands my warmest gratitude. Our researches, as far as they have gone, seem to favor the opinion of those who contend for the practicability of a North-West Passage. The general line of coast probably runs east and west, nearly in the latitude assigned to Mackenzie's River, the Sound into which Kotzebue entered, and Repulse Bay; and very little doubt can, in my opinion, be entertained of the existence of a continued sea, in or about that line of direction. The portion of the sea over which we passed is navigable for vessels of any size; the ice we met, particularly after quitting Detention Harbour, would not have arrested a strong boat. The chain of islands," fringing the whole line of coast between the mouth of the Copper-mine river and Point Turnagain, and now named the Duke of York's Archipelago, "affords shelter from all heavy seas; and there are good harbours at convenient distances."

Captain Franklin's original intention, in the event of his being compelled to relinquish the survey of the coast, was to return by the Copper-mine river, and to travel to Great Slave Lake through the line of woods extending thither by the Great Bear and Marten Lakes; but his scanty stock of provisions, and the length of the voyage back from his present encampment, near Cape Flinders, obliged him to make for a nearer place. His voyage on the Arctic Sea, during which he had gone over 650 geographical miles, terminated on the 25th of August, at the mouth of a river named after Lieutenant Hood, the first rapid of which is situated in lat.  $67^{\circ} 19' 23''$  N., long.  $109^{\circ} 44' 30''$  W. Here he left an assortment of iron materials, beads, &c. in a conspicuous situation, for the Esquimaux; and planted the union-jack on a sandy eminence, where it might be seen by any ships passing in the offing. He also deposited in a tin box, for the information of Captain Parry, who was then employed in exploring the Arctic Sea from the eastward, a letter containing an outline of his proceedings, the latitudes and longitudes of the principal places he had visited, and the course he intended to pursue towards Slave Lake.

The discoveries made by this canoe expedition, will be best understood by an inspection of the well executed chart attached to Captain Franklin's published narrative. We shall merely observe, that Point Turnagain was the only part of the coast seen by him that extended as high as the latitude of  $68\frac{1}{2}^{\circ}$ ; and that the shores between Cape Barrow and Cape Flinders, may be comprehended in one great gulf, running to the southward as low down as  $66\frac{1}{2}^{\circ}$ , or the Arctic circle; every where studded with islands, and indented with deep sounds, extensive bays, and convenient harbours. This he has distinguished by the appellation of "George IV's Coronation Gulf."

After proceeding only thirteen miles from the first rapid of Hood's River, the expedition arrived at a magnificent cascade about 250 feet in height, beyond which the river appeared so rapid and shallow, that it seemed useless to attempt advancing any farther in such large canoes. Captain Franklin therefore determined on taking them to pieces, and constructing out of their materials two smaller ones, of sufficient size to contain three persons, for the purpose of crossing any lakes or rivers that might be found to obstruct his progress, in as direct a line as possible, to the part of Point Lake opposite his spring encampment, which was then distant 149 miles. Every part of the luggage that could possibly be dispensed with, was left near the cascade; the officers carried such a portion of the stores as their strength would permit, and the weight of each man's load was thus reduced to about ninety pounds. The canoes were finished by the 31st of August, and the march through this barren and hitherto unknown country, commenced at an early hour on the following day, the party advancing at the rate of about a mile an hour, including rests. In the evening a lean cow was secured, out of a large drove of musk oxen; but the men were too much laden to carry more than a small portion of its flesh.

The evening of the 4th of September was warm, but dark clouds overspread the sky. Heavy rain commenced at midnight, and continued without intermission for five hours,



when it was succeeded by snow, on the wind changing to N. W., which soon increased to a violent gale.

“As we had nothing to eat,” says Captain Franklin, “and were destitute of the means of making a fire, we remained in our beds all the day; but our blankets were insufficient to prevent us from feeling the severity of the frost, and suffering inconvenience from the drifting of the snow into our tents. There was no abatement of the storm next day; our tents were completely frozen, and the snow had drifted around them to the depth of three feet; even in the inside there was a covering of several inches on our blankets. The morning of the 7th cleared up a little, but the wind was still strong, and the weather extremely cold. From the unusual continuance of the storm, we feared the winter had set in with all its rigour, and that by longer delay we should only be exposed to an accumulation of difficulties; we therefore prepared for our journey, although we were in a very unfit condition for starting, being weak from fasting, and our garments stiffened by the frost. We had no means of making a fire to thaw them; the moss, at all times difficult to kindle, being now covered with ice and snow. A considerable time was consumed in packing up the frozen tents and bed-clothes, the wind blowing so strong that no one could keep his hands long out of his mittens.

“Just as we were about to commence our march I was seized with a fainting fit, in consequence of exhaustion and sudden exposure to the wind; but after eating a morsel of portable soup, I recovered so far as to be able to move on. The ground was covered a foot deep with snow, and the swamps over which we had to pass were entirely frozen; but the ice not being sufficiently strong to bear us, we frequently plunged knee-deep in water. Those who carried the canoes were repeatedly blown down by the violence of the wind, and they often fell, from making an insecure step on a slippery stone; on one of these occasions, the largest canoe was so much broken as to be rendered utterly unserviceable. This we felt was a serious disaster, as the remaining canoe having through mistake been made too small, it was doubtful whether it would be sufficient to carry us across the river. I may here remark, that our people had murmured a good deal at having to carry two canoes, though they were informed of the necessity of taking both, in case it should be deemed advisable to divide the party, in order to give the whole a better chance of procuring subsistence, and also for the purpose of sending forward some of the best walkers to search for Indians, and to get them to meet us with supplies of provisions. The power of doing this was now at an end. As the accident could not be remedied, we turned it to the best account, by making a fire of the bark and timber of the broken vessel, and cooked the remainder of our portable soup and arrow-root. This was a scanty meal after three days’ fasting, but it served to allay the pangs of hunger, and enabled us to proceed at a quicker pace than before.”



On the morning of the 8th, our travellers were obliged to ford a rapid stream, in consequence of which their clothes soon became stiff with the frost, and they walked with much pain the remainder of the day: the thermometer at night was no higher than 17°. On the 9th, they arrived at the *Congecatha-wha-chaga* of Hearne, when the canoe being put into the water was found extremely ticklish; it was, however, managed with much dexterity by three of the Canadians, who ferried over one passenger at a time, causing him to lie flat in its bottom. On the following day, a herd of musk-oxen was seen, and approached with the greatest caution, no less than two hours being consumed before the best hunters got within gun-shot. At length they opened their fire, and the rest of the party had the satisfaction of seeing one of the largest cows fall. "To skin and cut up the animal was the work of but a few minutes. The contents of its stomach were devoured upon the spot, and the raw intestines, which were next attacked, were pronounced by the most delicate of the party, to be excellent. A few willows, whose tops were seen peeping through the snow in the bottom of the valley, were quickly grubbed, the tents pitched, and supper cooked, and devoured with avidity." On the 12th, the snow was two feet deep, and "the whole of the men complained more of faintness and weakness than they had ever done before; their strength" says Captain Franklin, "seemed to have been impaired by the recent supply of animal food. Our supper consumed the last of our meat."

Their only resource now was lichens of the genus *gyrophora*, which the Canadians term *tripe de roche*; but this unpalatable weed soon became quite nauseous to the whole party, and in several persons it produced severe bowel complaints: Mr. Hood, in particular, suffered greatly from this cause.

On the 13th, the expedition reached the borders of Rum Lake, connected with which was a river, about 300 yards wide, flowing with great velocity through a broken rocky channel. Here a serious and nearly fatal accident occurred, which is thus related by Captain Franklin:

“ Having searched for a part where the current was most smooth, the canoe was placed in the water at the head of a rapid, and St. Germain, Solomon Belanger, and I, embarked in order to cross. We went from the shore very well, but in mid-channel the canoe became difficult to manage under our burden, as the breeze was fresh. The current drove us to the edge of the rapid, when Belanger unluckily applied his paddle to avert the apparent danger of being forced down it, and lost his balance. The canoe was upset in consequence, in the middle of the rapid. We fortunately kept hold of it, until we touched a rock where the water did not reach higher than our waists; here we kept our footing, notwithstanding the strength of the current, until the water was emptied out of the canoe. Belanger then held it steady whilst St. Germain placed me in it, and afterwards embarked himself in a very dexterous manner. It was impossible, however, to embark Belanger, as the canoe would have been hurried down the rapid, the moment he raised his foot from the rock. We were, therefore, compelled to leave him in his perilous situation; but had not gone twenty yards before the canoe, striking on another sunken rock, went down. The place being shallow, we were again enabled to empty it, and the third attempt brought us to the shore. In the mean time Belanger was suffering extremely, immersed to his middle in the centre of a rapid, the temperature of which was very little above the freezing point, and the upper part of his body covered with wet clothes, exposed, in a temperature not much above zero, to a strong breeze. He called piteously for relief, and St. Germain on his return endeavoured to embark him, but in vain. The canoe was hurried down the rapid, and when he landed he was rendered by the cold incapable of further exertion. At length, when Belanger’s strength seemed almost exhausted, the canoe reached him with a small cord, and he was dragged perfectly senseless through the rapid. It is impossible to describe my sensations as I witnessed the various unsuccessful attempts to relieve Belanger. The distance prevented my seeing distinctly what was going on, and I continued pacing up and down, regardless of the coldness of my drenched and stiffening garments. The canoe, in every attempt to reach him, was hurried amongst the rocky islets, with a rapidity that seemed to threaten certain destruction; once, indeed, I fancied that I saw it overwhelmed in the waves. Such an event would have been fatal to the whole party. Separated as I was from my companions, without gun, ammunition, hatchet, or the means of making a fire, my doom would have been speedily sealed. My companions too, driven to the necessity of coasting the lake, must have sunk under the fatigue of rounding its innumerable arms and bays, which, as we have since learned from the Indians, are very extensive. By the goodness of Providence, however, we were spared at that time, and some of us have been permitted to offer up our thanksgivings, in a civilized land, for the signal deliverances we then and afterwards experienced.”

On the 18th, no *tripe de roche* was seen, but in clearing

the snow, to pitch the tents for the night, some Iceland moss was found, and boiled for supper. This weed, however, not having been soaked, proved so bitter, that few of the party could eat it. On the 21st, just before noon, the sun beamed through the haze for the first time for six days, and an observation was obtained in lat.  $65^{\circ} 7' 6''$  N. By this the officers discovered that they had kept to the eastward of the proper course, which may be attributed partly to the difficulty of preserving a straight line through an unknown country, unassisted by celestial observations, and in such thick weather that their view was often limited to a few hundred yards; but chiefly, to their total ignorance of the amount of the variation of the compass. On the 23d, the canoe, which had already been much injured by repeated falls, was wilfully broken, and no arguments were sufficient to prevail on the Canadians to carry it any farther; the officers being of a less robust habit, and less accustomed to privations, their strength was inadequate to the task. They had now been a whole day upon the borders of an extensive lake, and the appearance of some dwarf pines and willows, larger than usual, induced them to suppose that the Copper-mine-river was near. On the following day, they were drenched with rain, and reduced to the necessity of eating their old shoes; but the next morning they succeeded in killing five small deer, which unexpected supply reanimated the drooping spirits of the men, and filled every heart with gratitude. Never was the bounty of Providence more seasonably manifested.

“The voyagers,” says Captain Franklin, “instantly petitioned for a day’s rest, which we were most reluctant to grant, being aware of the importance of every moment at this critical period of our journey. But they so earnestly and strongly pleaded their recent sufferings, and their conviction that the quiet enjoyment of two substantial meals, after eight days’ famine, would enable them to proceed next day more vigorously, that we could not resist their entreaties. We all suffered much inconvenience from eating animal food after our long abstinence, but particularly those men who indulged themselves beyond moderation. The Canadians, with their usual thoughtlessness, had consumed above a third of their portions that evening.”

On the 26th, the expedition reached the Copper-mine

River, and encamped at the east end of Point Lake, about forty miles distant from Fort Enterprise. Here Captain Franklin commences one of the most dreadful tales of human misery on record.

“The men did not believe that this was the Copper-mine river, and so little confidence had they in our reckoning, and so much had they bewildered themselves on the march, that some of them asserted it was Hood’s River, and others that it was the Bethe-tessey, which rises from a lake to the northward of Rum Lake, and holds a course to the sea parallel with that of the Copper-mine. In short, their despondency had returned, and they all despaired of seeing Fort Enterprise again. However, the steady assurances of the officers made some impression upon them, and they then deplored their folly and impatience in breaking the canoe. St. Germain being called upon to endeavour to construct a frame with willows, stated that he was unable to make one sufficiently large. It became necessary, therefore, to search for pines of sufficient size to form a raft; and being aware that such trees grow on the borders of Point Lake, we considered it best to trace its shores in search of them.

“As there was little danger of losing the paths of our hunters, I determined on sending Mr. Back forward, with the interpreters, to hunt. I had in view in this arrangement, the further object of enabling Mr. Back to get across the lake with two of these men, to convey the earliest possible account of our situation to the Indians. Accordingly, I instructed him to halt at the first pines he should come to, and then prepare a raft; if his hunters had killed animals, so that the party could be supported whilst we were making our raft, he was to cross immediately with St. Germain and Beauparlant, and send the Indians to us as quickly as possible with supplies of meat.

“Mr. Back and his companions set out at six in the morning, and we started at seven. As there were no means of distinguishing the footsteps of stragglers, I gave strict orders for all the party to keep together; our people, however, had become careless and disobedient, and had ceased to dread punishment, or hope for reward. Much time was lost in halting and firing guns to collect them, but the labour of walking was so much lightened by the disappearance of the snow, that we advanced seven or eight miles along the lake before noon, exclusive of the loss of distance in rounding its numerous bays. At length, we came to an arm, running away to the N. E., and apparently connected with the lake which we had coasted on the 22d, 23d, and 24th.

“The idea of again rounding such an extensive piece of water, and of travelling over so barren a country, was dreadful; and we feared that other arms, equally large, might obstruct our path, and that the strength of the party would entirely fail, long before we could reach the only part where



we were certain of finding wood, distant in a direct line 25 miles. While we halted to consider of this subject, and to collect the party, the carcase of a deer was discovered. It was putrid, but little less acceptable to us on that account; and a fire being kindled, a large portion was devoured on the spot. The men, cheered by this unlooked-for supply, became sanguine in the hope of being able to cross the stream on a raft of willows, although they had before declared such a project impracticable, and they unanimously entreated us to return back to the first rapid—a request which accorded with our own opinion, and was therefore acceded to. We supped on the remains of the putrid deer, and the men added its intestines to their meal.

“Sept. 28th.—The men commenced cutting willows for the construction of the raft; and, as an excitement to exertion, I promised a reward of 300 livres to the first person who should convey a line across the river, by which it could be managed in transporting the party.

“Sept. 29th.—Temperature of the rapid 38°. The raft was finished by seven; but as the willows were green, it proved to be very little buoyant, and was unable to support more than one man at a time. Several attempts were made by Belanger and Benoit, the strongest men of the party, to convey it across the stream, but they failed for want of oars. The tent poles tied together proved too short to reach the bottom, at a short distance from the shore; and a paddle which had been carried from the sea-coast by Dr. Richardson, did not possess sufficient power to move the raft in opposition to a strong breeze, which blew from the other side. All the men suffered extremely from the coldness of the water, in which they were necessarily immersed up to the waist, in their endeavours to aid Belanger and Benoit; and having witnessed repeated failures, they began to consider the scheme as hopeless.

“At this time, Dr. Richardson, prompted by a desire of relieving his suffering companions, proposed to swim across the river with a line, and to haul the raft over. He launched into the stream with the line round his middle; but when he had got a short distance from the bank, his arms were benumbed with cold, and he lost the power of moving them: still he persevered, and, turning on his back, had nearly gained the opposite bank, when his legs also became powerless, and to our infinite alarm we beheld him sink. We instantly hauled upon the line, and he came again on the surface, and was gradually drawn ashore in an almost lifeless state. Being rolled up in blankets, he was placed before a good fire of willows, and fortunately was just able to give some slight directions respecting the manner of treating him. He recovered strength gradually, and through the blessing

of God, was enabled in the course of a few hours to converse, and by the evening was sufficiently recovered to remove into the tent. We then regretted to learn, that the skin of his whole left side was deprived of feeling, in consequence of exposure to too great heat. He did not perfectly recover the sensation of that side until the following summer. I cannot describe what every one felt at beholding the skeleton which the Doctor's debilitated frame exhibited. When he stripped, the Canadians simultaneously exclaimed, 'Ah! que nous sommes maigres!' I have omitted to mention, that when he was about to step into the water, he put his foot on a dagger, which cut him to the bone; but this misfortune could not stop him from attempting the execution of his generous undertaking.

"On the 1st of October, we were rejoiced to see Mr. Back and his party. They had traced the lake about fifteen miles farther than we did, and found it unconnected with the one we fell in with on the 22d of September. St. Germain now proposed to make a canoe of the fragments of painted canvass in which we wrapped our bedding. In the afternoon, we had a heavy fall of snow, which continued all night. A man, who had been hunting, brought in the antlers and back bone of a deer. The wolves and birds of prey had picked them clean, but there still remained a quantity of the spinal marrow, which they had not been able to extract. This, although putrid, was esteemed a valuable prize; and the spine being divided into portions, was distributed equally. After eating the marrow, which was so acrid as to excoriate the lips, we rendered the bones friable by burning, and ate them also.

"On the following morning the ground was covered with snow to the depth of a foot and a half, and the weather was very stormy. It continued so all the day and night, and during the forenoon of the 3d. Having persuaded the people to gather some *tripe de roche*, I partook of a meal with them, and afterwards set out with the intention of going to St. Germain to hasten his operations; but, though he was only three-quarters of a mile distant, I spent three hours in a vain attempt to reach him, my strength being unequal to the labour of wading through the snow; and I returned quite exhausted, and much shaken by the numerous falls I had got. My associates were all in the same debilitated state, and poor Hood was reduced to a perfect shadow. Back was so feeble as to require the support of a stick in walking, and Dr. Richardson had lameness super-added to weakness. The voyagers were somewhat stronger than ourselves, but more indisposed to exertion, on account of their despondency. The sensation of hunger was no longer felt by any of us, yet we were scarcely able to converse upon any other subject than the pleasures of eating.

“Oct. 4.—The canoe being finished, St. Germain embarked, and amidst our prayers for his success, succeeded in reaching the opposite shore. The canoe was then drawn back again, and another person transported, and in this manner we were all conveyed over without any serious accident. By these frequent traverses the canoe was materially injured; and latterly it filled each time with water before reaching the shore, so that all our garments and bedding were wet, and there was not a sufficiency of willows upon the southern side of the river to dry them.”

That no time might be lost in procuring relief, Captain Franklin immediately despatched Mr. Back, with three men to search for the Copper-Indians, directing him to go to Fort Enterprise, where it was expected they would be, or where, at least, a note from Mr. Wentzel would be found to direct him in his search for them. Junius, the Esquimaux, had previously strayed in search of the remains of animals, and never rejoined the expedition. The remainder of the officers and men went supperless to bed.

“Showers of snow fell frequently during the night. We were all on foot by day-break, but from the frozen state of our tents and bed-clothes, it was long before the bundles could be made, so that it was eight o'clock before we started. I kept with the foremost men, to cause them to halt occasionally until the stragglers came up. All of us were much fatigued, particularly Mathew Crédit; the *tripe de roche* disagreed with this man and with Registe Vaillant, in consequence of which, they were the first whose strength totally failed. We had a small quantity of this weed in the evening, and the rest of our supper was made up of scraps of roasted leather. The distance walked to-day was six miles.

“As Crédit was very weak in the morning, his load was reduced to little more than his personal luggage, consisting of his blanket, shoes, and gun. Previous to setting out, the whole party ate the remains of their old shoes and whatever scraps of leather they had, to strengthen their stomachs. We left the encampment at nine, and pursued our route over a range of black hills. The wind having increased to a strong gale, became piercingly cold, and the drift rendered it difficult for those in the rear to follow the track over the heights; whilst in the valleys, where it was sufficiently marked, from the depth of the snow, the labour of walking was proportionably great. About noon, François Samandré coming up, informed us that Crédit and Vaillant could advance no further. Some willows being discovered in a valley near us, I proposed to halt there, whilst Dr. Richardson (weak as he was from his late exertion) went back to visit them. He found Vaillant about a mile and a half in the rear, much exhausted with cold and fatigue. Having encouraged him to advance to the fire, after

repeated solicitations he made the attempt, but fell down amongst the deep snow at every step. Leaving him in this situation, the Doctor went about half a mile farther back, to the spot where Cr dit was said to have halted ; but the tract being nearly obliterated by the snow drift, it became unsafe for him to go further. Returning he passed Vaillant, who, having only moved a few yards in his absence, was unable to rise, and could scarcely answer his questions. Being unable to afford him any effectual assistance, he hastened on to inform us of his situation. When J. B. Belanger had heard the melancholy account, he went immediately to aid Vaillant, and found him lying on his back, benumbed with cold, and incapable of being roused. The stoutest men of the party were now earnestly entreated to bring him to the fire, but they declared themselves unequal to the task."

As there was every reason to fear that other men would speedily sink under the combined pressure of famine, fatigue, and inclement weather ; and as those who were strongest urged Captain Franklin to allow them to throw down their loads, and push on with their utmost speed for Fort Enterprise, though they knew not a foot of the way, and none of the officers were sufficiently strong to keep up at the pace they would then walk ; Dr. Richardson and Mr. Hood generously proposed to remain, with a single attendant, at the first place where sufficient wood and *tripe de roche* should be found for ten days' consumption, and that Captain Franklin should proceed as expeditiously as possible to the house, and thence send them immediate relief. They strongly urged, that this arrangement would contribute to the safety of the rest of the party, by relieving them from the burden of a tent and several other articles, and that they might afford aid to Cr dit, if he should unexpectedly come up. Captain Franklin was distressed beyond description at the thought of leaving them in such a situation, but there was no other alternative, and therefore he reluctantly acceded to their wishes. This resolution was communicated to the men, who promised, with great appearance of earnestness, to return to those officers upon obtaining the first supply of food. The remainder of the 6th of October was spent without even their usual nauseous repast, as the weather did not permit the gathering of *tripe de roche* ; and, says Captain Franklin, "the painful



retrospection of the melancholy events of the day banished sleep; and we shuddered as we contemplated the dreadful effects of this bitterly cold night on our late companions, if still living. Some faint hopes were entertained of Cr dit surviving the storm, as he was provided with a good blanket, and had some leather to eat."

"The weather was mild next morning. We left the encampment at nine, and, a little before noon, came to a pretty extensive thicket of small willows, near which there appeared a supply of *tripe de roche* on the face of the rocks. At this place, Dr. Richardson and Mr. Hood determined to remain with John Hepburn, who volunteered to stop with them. Their tent was securely pitched, a few willows were collected, and the ammunition and all other articles deposited, except each man's clothing, the other tent, a sufficiency of ammunition for the journey, and the officers' journals. I had only one blanket, which was carried for me, and two pair of shoes. The offer was now made for any of the men, who felt themselves too weak to proceed, to remain behind; but none of them accepted it. Michel, the Iroquois, alone felt some inclination to do so. After we had united in thanksgiving and prayers to Almighty God, I separated from my friends, deeply afflicted that a train of melancholy circumstances should have demanded of me the severe trial of parting, in such a condition, from persons who had become endeared to me by their constant kindness and co-operation, and a participation of numerous sufferings.

"We set out without waiting to take any of the *tripe de roche*; and the labour of wading through the snow so fatigued the whole of us, that we were compelled to halt, after a march of four miles and a half. J. B. Belanger and Michel were left far behind, and, when they joined us, appeared quite exhausted. The former, bursting into tears, declared his inability to proceed, and both of them begged me to let them go back next morning. The sudden failure in the strength of these men cast a gloom over the rest, which I tried in vain to remove, by repeated assurances that the distance to Fort Enterprise was short, and that we should, in all probability, reach it in four days. Not being able to find any *tripe de roche*, we drank an infusion of the Labrador tea plant (*ledum palustre*), and ate a few morsels of burnt leather for supper. We were unable to raise the tent, and found its weight too great to carry it on; we therefore cut it up, and each person took a part of the canvass for a cover. The night was bitterly cold, and though we lay as close to each other as possible, having no shelter, we could not keep ourselves sufficiently warm to sleep.

"In the morning of the 8th, Belanger and Michel renewed their request to be permitted to go back to the officers' encampment, assuring me they were still weaker than on the preceding evening, and urging that the stopping at a place where there was a supply of *tripe de roche* was their

only chance of preserving life. Under these circumstances, I could not do otherwise than yield to their desire. Michel was very particular in his enquiries respecting the direction of Fort Enterprise, and the course we meant to pursue; he also said, that if he should be able, he would go and search for Vaillant and Cr dit.

“ Scarcely were our arrangements finished before Ignace Perrault and Vincenza Fontano were seized with a fit of dizziness, and betrayed other symptoms of extreme debility. Some tea was quickly prepared for them, and after drinking it, and eating a few morsels of burnt leather, they recovered, and expressed their desire to go forward; but other men, alarmed at what they had just witnessed, became doubtful of their own strength, and, giving way to absolute dejection, declared their inability to move. After much entreaty, I got them to set out at ten A. M.

“ By the time we had gone about 200 yards, Perrault became again dizzy, and desired us to halt, which we did, until he, recovering, offered to march on. Ten minutes more had hardly elapsed before he again desired us to stop, and, bursting into tears, declared he was totally exhausted, and unable to accompany us further. As the spot at which we rested last night was not more than a quarter of a mile distant, we recommended that he should return to it, and rejoin Belanger and Michel, whom we knew to be still there, from perceiving the smoke of a fresh fire. He readily acquiesced in the proposition, and turned back, keeping his gun and ammunition. During these detentions, Augustus, becoming impatient of the delay, had walked on, and we lost sight of him. The labour we experienced in wading through the deep snow induced us to cross a moderate sized lake, which lay in our track, but we found this operation far more harassing. As the surface of the ice was perfectly smooth, we slipt at almost every step, and were frequently blown down by the wind, with such force as to shake our whole frames.

“ Poor Fontano was completely exhausted by the labour of this traverse, and we made a halt until his strength was recruited, by which time the party was benumbed with cold. Proceeding again, he got on tolerably well for a little time; but being once more seized with faintness and dizziness, he fell often, and at length exclaimed that he could go no further. I cannot describe my anguish on the occasion of separating from another companion under circumstances so distressing. There was, however, no alternative. The extreme debility of the rest of the party put the carrying him quite out of the question, as he himself admitted; and it was evident that the frequent delays he must occasion, if he accompanied us, and did not gain strength, would endanger the lives of the whole. By returning he had the prospect of getting to the officers' tent, where *tripe de roche* could be obtained, which agreed with him better than with any other of the party, and which he was always very assiduous in gathering. After some hesitation, he determined on going back (instead of remaining where he

was, which he at first seemed desirous to do), and set out, having bid each of us farewell in the tenderest manner.

“The party was now reduced to five persons, Jean Baptiste Adam, Joseph Peltier, Joseph Benoit, François Samandré, and myself.

“Next morning the wind was moderate and the weather mild, which enabled us to collect some *tripe de roche*, and to enjoy the only meal we had had for four days. Without the strength it supplied, we should certainly have been unable to oppose the strong breeze we met in the afternoon. At length (on the 11th of October) we reached Fort Enterprise, and to our infinite disappointment and grief, found it a perfectly desolate habitation. There was no deposit of provision, no trace of the Indians, nor no letter from Mr. Wentzel to point out where they might be found. It would be impossible to describe our sensations after entering this miserable abode, and discovering how we had been neglected: the whole party shed tears, not so much for our own fate, as for that of our friends in the rear, whose lives depended entirely on our sending them immediate relief.

“I found a note, however, from Mr. Back, stating that he had reached the house two days before, and was going in search of the Indians, at a part where St. Germain deemed it probable they might be found. If he was unsuccessful, he proposed walking on to Fort Providence, and sending succour from thence; but he doubted whether he or his party could perform the journey to that place in their present debilitated state.

“We now looked round for the means of subsistence, and were gratified to find several deer-skins which had been thrown away during our former residence here. The bones were gathered from the heap of ashes, and these, with the skins, and the addition of *tripe de roche*, we considered would support us tolerably well for a time. As to the house, the parchment being torn from the windows, the apartment we selected for our abode was exposed to all the rigour of the season. The temperature was now between 15° and 20° below zero. We procured fuel by pulling up the flooring of the other rooms, and water for cooking by melting the snow. Whilst we were seated round the fire, singeing the deer-skin for supper, we were rejoiced by the unexpected appearance of Augustus. He had followed quite a different course from ours, and the circumstance of his having found his way through a part of the country he had never been in before, must be considered as a remarkable proof of sagacity.

“When I arose the following morning, my body and limbs were so swollen that I was unable to walk more than a few yards. Adam was in a still worse condition, being quite incapable of rising without assistance. My other companions happily experienced this inconvenience in a less degree, and went to collect bones and some *tripe de roche*, which supplied us with two meals. On the 13th, the wind blew violently from S. E., and the snow drifted so much that the party were confined to the house. In the afternoon of the following day, Solomon Belanger arrived with a note

from Mr. Back, stating that he had seen no trace of the Indians, and desiring further instructions as to the course he should pursue. Belanger's situation, however, required our first care, as he came in almost speechless, and covered with ice, having fallen into a rapid, (on his way from Round-Rock Lake,) and, for the third time since we left the sea-coast, narrowly escaped drowning.

"The absence of all traces of Indians on Winter River convinced me that they were at this time on their way to Fort Providence, and that by proceeding towards that post we should overtake them, as they move slowly when they have their families with them. This route also offered us the prospect of killing deer in the vicinity of Rein-Deer Lake. Upon these grounds, I determined on taking the route to Fort Providence as soon as possible, and wrote to Mr. Back, desiring him to join me at Rein-Deer Lake, and detailing the occurrences since we parted, that our friends might receive relief, in case of any accident happening to me. Belanger did not recover sufficient strength to leave us before the 18th.

"In making arrangements for our departure, Adam disclosed to me, for the first time, that he was affected with œdematous swellings in some parts of the body, to such a degree as to preclude the slightest attempt at marching. It now became necessary to abandon the original intention of proceeding with the whole party, and Peltier and Samandr e having volunteered to remain with Adam, I determined on setting out with Benoit and Augustus, intending to send them relief by the first party of Indians we should meet. Having patched up three pair of snow-shoes, and singed a quantity of skin for the journey, we started on the morning of the 20th.

"At first we were so feeble as scarcely to be able to move forwards, and the descent of the bank of the river through the deep snow was a severe labour. After walking six hours upon the ice, where the snow was less deep, we had only gained four miles, and were then compelled by fatigue to halt on the borders of Round-Rock Lake. We found the night bitterly cold, and the wind pierced through our famished frames.

"The next morning was mild and pleasant for travelling, but we had not gone many yards before I had the misfortune to break my snow-shoes by falling between two rocks. This accident prevented me from keeping pace with Benoit and Augustus, and in the attempt I became quite exhausted. Feeling convinced that their being delayed on my account, might prove of fatal consequence to the rest, I resolved on returning to the house, and letting them proceed alone in search of the Indians. I therefore halted them only whilst I wrote a note to Mr. Back, stating the reason of my return, and desiring he would send meat from Rein-Deer Lake by these men, if St. Germain should kill any animals there. If Benoit should miss Mr. Back, I directed him to proceed to Fort Providence, and furnished him with a letter to the gentleman in charge of that post, requesting immediate supplies.



“On my return to the house, I found Samandré very dispirited, and too weak, as he said, to render any assistance to Peltier, upon whom the whole labour of getting wood and collecting the means of subsistence would have devolved. Conscious too that his strength would have been unequal to these tasks, they had determined upon taking only one meal each day; so that I felt my going back particularly fortunate, as I hoped to stimulate Samandré to exertion, and at any rate could contribute some help to Peltier. I undertook the office of cooking, and insisted they should eat twice a-day, whenever food could be procured; but as I was too weak to pound the bones (for making soup), Peltier agreed to do that in addition to his more fatiguing task of getting wood. We had a violent snow-storm all the next day, and this gloomy weather increased the depression of spirits under which Adam and Samandré were labouring. Neither of them would quit their beds, and they scarcely ceased from shedding tears all day; in vain did Peltier and myself endeavour to cheer them. Our situation was indeed distressing, but, in comparison with that of our friends in the rear, we thought it happy. Their condition gave us unceasing solicitude, and was the principal subject of our conversation.

“On the 26th, having expended all the wood which we could procure from our present dwelling without danger of its fall, Peltier began to pull down the partitions of the adjacent houses. Though these were only distant about twenty yards, yet the increase of labour in carrying the wood fatigued him so much that by the evening he was exhausted. On the next day his weakness was such, especially in the arms, that he with difficulty lifted the hatchet; still he persevered, while Samandré and I assisted him in bringing in the wood; but our united strength could only collect sufficient to replenish the fire four times in the course of a day. As the insides of our mouths had become sore from eating the bone-soup, we relinquished the use of it, and now boiled the skin, which mode of dressing we found more palatable than frying it, as we had hitherto done.

“On the 29th, we endeavoured to pick some *tripe de roche*, but in vain, as it was entirely frozen. In searching for bones, under the snow, I found several pieces of bark, which proved a valuable acquisition, as we were almost destitute of dry wood proper for kindling the fire. Whilst we were seated this evening, discussing about the anticipated relief, the conversation was suddenly interrupted by Peltier's exclaiming with joy, ‘*Ah! le monde!*’ imagining that he heard the Indians in the other room; immediately afterwards, to his bitter disappointment, Dr. Richardson and Hepburn entered, each carrying his bundle. When I saw them alone my mind was instantly filled with apprehensions respecting our other companions, which were immediately confirmed by the Doctor's melancholy communication, that Mr. Hood and Michel were dead. Perrault and Fontano had neither reached the tent, nor been heard of by them. This intelligence produced a melancholy despondency in the minds of my party, and on that account the particulars were deferred until another opportunity. We were all shocked at

beholding the emaciated countenances of the Doctor and Hepburn, as they strongly evidenced their extremely debilitated state. The alteration in our appearance was equally distressing to them ; for since the swellings had subsided we were little more than skin and bone. The Doctor particularly remarked the sepulchral tone of our voices, which he requested us to make more cheerful if possible, unconscious that his own partook of the same key.

“Hepburn having shot a partridge, which was brought to the house, the Doctor tore out the feathers, held it to the fire a few minutes, and then divided it into six portions. I and my companions ravenously devoured our shares, as it was the first morsel of flesh either of us had tasted for *thirty-one* days, unless, indeed, the small gristly particles which we found occasionally adhering to the pounded bones may be termed flesh. The doctor having brought his prayer-book and testament, some prayers and psalms, and portions of scripture appropriate to our situation, were read, and we retired to bed.”

The dismal tale of what had befallen Mr. Hood and the Iroquois is well and feelingly told by Dr. Richardson.

It appears that, after Captain Franklin had bidden the tent party farewell, they remained seated by the fireside as long as the willows cut by the Canadians lasted. They had no *tripe de roche* that day, but drank an infusion of the country tea-plant, which was grateful from its warmth, although it afforded no sustenance. They then retired to bed, and remained there all the next day, as the weather was stormy, and the snow-drift so heavy as to destroy every prospect of success in their endeavours to kindle another fire. The officers of the expedition, previous to leaving London, had been furnished by a lady with a small collection of religious books, “of which,” says the Doctor, “we still retained two or three, and they proved of incalculable benefit to us. We read portions of them to each other as we lay in bed, in addition to the morning and evening service, and found that they inspired us on each perusal with so strong a sense of the omnipresence of a beneficent God, that our situation, even in these wilds, appeared no longer destitute ; we conversed, not only with calmness, but with cheerfulness, detailing with unrestrained confidence the past events of our lives, and dwelling with hope on our future prospects. Had my poor friend (Hood) been spared to revisit his native land, I should look back to this period with unalloyed delight.

“On the morning of the 9th of October,” continues Dr. Richardson, “the weather was clear, and I went out in quest of *tripe de roche*, leaving Hepburn to cut willows for a fire, and Mr. Hood in bed. I had no success, as yesterday’s snow-drift was so frozen on the surface of the rocks that I could not collect any of the weed; but on my return to the tent I found that Michel, the Iroquois, had come with a note from Captain Franklin, which stated that this man and Jean Baptiste Belanger were about to return to us, and that a mile beyond our present encampment there was a clump of pine-trees, to which he recommended us to remove the tent. Michel informed us that, having missed his way, he had passed the night on the snow a mile or two to the northward of us. Belanger, he said, being impatient, left the fire about two hours earlier, and as he had not arrived, he supposed must have gone astray. It will be seen in the sequel, that we had more than sufficient reason to doubt the truth of this story.

“Michel now produced a hare and a partridge, which he had killed in the morning. This unexpected supply of provision was received by us with a deep sense of gratitude to the Almighty for his goodness, and we looked upon the Iroquois as the instrument he had chosen to preserve all our lives. Michel complained of cold, and Mr. Hood offered to share his buffalo robe with him at night. I gave him one of two shirts which I wore, whilst Hepburn, in the warmth of his heart, exclaimed, ‘How I shall love this man if I find that he does not tell lies like the others!’ Our meals being finished, we arranged that the greatest part of the things should be carried to the pines the next day; and, after reading the evening service, retired to bed, full of hope.

“Early in the morning, Hepburn, Michel, and myself, carried the ammunition, and most of the other heavy articles, to the pines. Michel was our guide, and it did not occur to us at the time, that his conducting us perfectly straight was incompatible with his story of having mistaken his road in coming to us. He now informed me that he had, on his way to the tent, left on a hill above the pines a gun and forty-eight balls, which Perrault had given to him when, with the rest of Captain Franklin’s party, he took leave of him. It will be seen on a reference to the Captain’s journal, that Perrault carried his gun and ammunition with him when they parted from Michel and Belanger. After we had made a fire, and drank a little of the country tea, Hepburn and I returned to the tent, where we arrived in the evening, much exhausted with our journey. Michel preferred sleeping where he was, and requested us to leave him the hatchet. Mr. Hood remained in bed all this day. Seeing nothing of Belanger we gave him up for lost.

“On the 11th, after waiting until late in the morning for Michel, who did not come to assist us, Hepburn and I loaded ourselves with the bedding, and, accompanied by Mr. Hood, set out for the pines. Mr. Hood was much affected with dimness of sight, giddiness, and other symptoms

of extreme debility, which caused us to move very slowly, and to make frequent halts. On arriving at the pines, we were much alarmed to find that Michel was absent. We feared that he had lost his way in coming to us, although it was not easy to conjecture how that could have happened, as our footsteps of yesterday were very distinct. Hepburn went back for the tent, and returned with it after dusk, completely worn out with the fatigue of the day. Michel too arrived at the same time, and relieved our anxiety on his account. He reported that he had been in chase of some deer which passed near his sleeping-place in the morning, and although he did not come up with them, yet that he found a wolf which had been killed by the stroke of a deer's horn, and had brought a part of it. We implicitly believed this story then, but afterwards became convinced from circumstances, the detail of which may be spared, that it must have been a portion of the body of Belanger or Perrault. A question of moment here presents itself; namely, whether he actually murdered these men, or either of them, or whether he found the bodies in the snow. Captain Franklin, who is the best able to judge of this matter, from knowing their situation when he parted from them, suggested the former idea. When Perrault turned back, Captain Franklin watched him until he reached a small group of willows, which was immediately adjoining to the fire, and concealed it from view, and at this time the smoke of fresh fuel was distinctly visible. Captain Franklin conjectures that Michel, having already destroyed Belanger, completed his crime by Perrault's death, in order to screen himself from detection: the subsequent conduct of the man showed that he was capable of committing such a deed. It is not easy to assign any other adequate motive for his concealing from us that Perrault had turned back; while his request overnight that we should leave him the hatchet, and his cumbering himself with it when he went out in the morning, unlike a hunter, who makes use only of his knife when he kills a deer, seem to indicate that he took it for the purpose of cutting up something that he knew to be frozen. These opinions, however, are the result of subsequent considerations.

“ On the following morning the tent was pitched; Michel went out early, refused my offer to accompany him, and remained away the whole day. On the 14th he again set out, as he said, to hunt, but returned unexpectedly in a very short time. This conduct surprised us, and his contradictory and evasory answers to our questions excited some suspicions, but they did not turn towards the truth. In the course of the 15th he expressed much regret that he had stayed behind Captain Franklin's party, and declared that he would set out for the house at once if he knew the way. Next day he refused either to hunt or cut wood, spoke in a very surly manner, and threatened to leave us. Under these circumstances, Mr. Hood and I deemed it better to promise, if he would hunt diligently for four days, that then we would give Hepburn a letter for Captain Franklin, a compass, inform him what course to pursue, and let them proceed to-



gether to the fort. We had the fullest confidence in Hepburn's returning the moment he could obtain assistance.

“ On the 17th, I went to conduct Michel to where Vaillant's blanket was left; and after walking about three miles, pointed out the hills to him at a distance, and returned to the tent, having gathered a bagful of *tripe de roche* on the way. He returned in the afternoon of the 18th, having found the blanket, together with a bag containing two pistols, and some other things which had been left beside it. Mr. Hood was now so weak as to be scarcely able to sit up at the fire-side, and complained that the least breeze of wind seemed to blow through his frame. We lay close to each other during the night, but the heat of the body was no longer sufficient to thaw the frozen rime formed by our breaths on the blankets that covered him.

“ At this period we avoided as much as possible conversing upon the hopelessness of our situation, and generally endeavoured to lead the conversation towards our future prospects in life. The fact is, that with the decay of our strength, our minds decayed, and we were no longer able to bear the contemplation of the horrors that surrounded us. Each of us, if I may be allowed to judge from my own case, excused himself from so doing, by a desire of not shocking the feelings of the others; for we were sensible of one another's weakness of intellect, though blind to our own. Yet we were calm and resigned to our fate; not a murmur escaped us, and we were punctual and fervent in our addresses to the Supreme Being.

“ On the 19th Michel refused to hunt, or even to assist in carrying a log of wood to the fire, which was too heavy for Hepburn's strength and mine: amongst other angry expressions, he made use of the following remarkable one:—“ It is no use hunting; there are no animals; you had better kill and eat me.” At length, however, he went out, but returned very soon, with a report that he had seen three deer, which he was unable to follow from having wet his foot in a small stream of water thinly covered with ice, and being consequently obliged to come to the fire.

“ *Sunday, Oct. 20.*—In the morning we again urged Michel to go a hunting, that he might if possible leave us some provision, to-morrow being the day appointed for his quitting us; but he shewed great unwillingness, and lingered about the fire, under the pretence of cleaning his gun. After we had read the morning service, I went about noon to gather some *tripe de roche*, leaving Mr. Hood sitting before the tent at the fire-side arguing with Michel; Hepburn was employed in cutting down a tree, at a short distance from the tent, being desirous of accumulating a quantity of fire-wood before he left us. A short time after I went out I heard the report of a gun, and about ten minutes afterwards, Hepburn called to me, in a voice of great alarm, to come directly. When I arrived, I found poor Hood lying lifeless at the fire-side, a ball having apparently entered his forehead. I was at first horror-struck with the idea, that in a

fit of despondency he had hurried himself into the presence of his Almighty Judge, by an act of his own hand; but the conduct of Michel soon gave rise to other thoughts, and excited suspicions which were confirmed when, upon examining the body, I discovered that the shot had entered the back part of the head, and passed out at the forehead, and that the muzzle of the gun had been applied so close as to set fire to the night-cap behind. The gun, which was of the longest kind supplied to the Indians, could not have been placed in a position to inflict such a wound, except by a second person. Upon inquiring of Michel how it happened, he replied, that Mr. Hood had sent him into the tent for the short gun, and that during his absence the long one had gone off, he did not know whether by accident or not. He held the short gun in his hand at the time he was speaking to me. Hepburn afterwards informed me, that, previous to the report of the gun, Mr. Hood and Michel were speaking to each other in an elevated angry tone; that Mr. Hood, being seated at the fire-side, was hid from him by intervening willows; but that on hearing the report, he looked up and saw Michel rising from before the tent-door, or just behind where Mr. Hood was seated, and then going into the tent. Thinking that the gun had been discharged for the purpose of cleaning it, he did not go to the fire at first; and when Michel called out to him that Mr. Hood was dead, several minutes had elapsed. Although I dared not openly to evince any suspicion that I thought Michel guilty of the deed, yet he repeatedly protested that he was incapable of committing such an act, kept constantly on his guard, and carefully avoided leaving Hepburn and me together. He was evidently afraid of permitting us to converse in private, and whenever Hepburn spoke, he inquired if he accused him of the murder. It is to be remarked, that he understood English very imperfectly, yet sufficiently to render it unsafe for us to speak on the subject in his presence. We removed the body into a clump of willows behind the tent, and, returning to the fire, read the funeral service in addition to the evening prayers. The loss of a young officer, of such distinguished and varied talents and application, may be felt and duly appreciated by the eminent characters under whose command he had served; but the calmness with which he contemplated the probable termination of a life of uncommon promise, and the patience and fortitude with which he sustained, I may venture to say, unparalleled bodily sufferings, can only be known to the companions of his distresses. Owing to the effect that the *tripe de roche* invariably had, when he ventured to taste it, he undoubtedly suffered more than any of the survivors of the party. '*Bickersteth's Scripture Help*' was lying open beside the body, as if it had fallen from his hand; and it is probable, that he was reading it at the moment of his death. We passed the night in the tent together, without rest, every one being on his guard.

"Next day, having determined on going to the fort, we began to patch and prepare our clothes for the journey. We singed the hair off the buf-

falo robe that belonged to Mr. Hood, and boiled and ate a part of it. In the afternoon, a flock of partridges coming near the tent, Michel killed several, and shared them with us.

“Thick snowy weather and a head-wind prevented us from starting the following day; but on the morning of the 23d, we set out, carrying with us the remainder of the singed robe. In the course of the march Michel alarmed us much by his gestures and conduct, was constantly muttering to himself, expressed an unwillingness to go to the fort, and tried to persuade me to go to the woods on the Copper-mine river, where he said he could maintain himself all the winter by killing deer. In consequence of this behaviour, and the expression of his countenance, I requested him to leave us, and to go to the southward by himself. This proposal increased his ill-nature; he threw out some obscure hints of freeing himself from all restraint on the morrow; and I overheard him muttering threats against Hepburn, whom he openly accused of having told stories against him. He also, for the first time, assumed such a tone of superiority in addressing me, as evinced that he considered us to be completely in his power; and he gave vent to several expressions of hatred towards the white people, some of whom, he said, had killed and eaten his uncle and two other of his relations. In short, taking every circumstance of his conduct into consideration, I came to the conclusion that he would attempt to destroy us on the first opportunity that offered, and that he had hitherto abstained from doing so from his ignorance of his way to the fort, but that he would never suffer us to go thither in company with him. In the course of the day, he had several times remarked that we were pursuing the same course that Captain Franklin had done, and that by keeping towards the setting sun he could find the way himself. Hepburn and I were not in a condition to resist even an open attack, nor could we by any device escape from him. Our united strength was far inferior to his, and, beside his gun, he was armed with two pistols, an Indian bayonet, and a knife. In the afternoon, coming to a rock on which there was some *tripe de roche*, he halted, and said he would gather it whilst we went on, and that he would soon overtake us. Hepburn and I being now left together, for the first time since Mr. Hood's death, he acquainted me with several material circumstances which he had observed of Michel's behaviour, and which confirmed me in the opinion that there was no safety for us except in his death, and he offered to be the instrument of it. I determined, however, as I was thoroughly convinced of the necessity of such a dreadful act, to take the whole responsibility upon myself; and, immediately upon Michel's coming up, I put an end to his life by shooting him through the head with a pistol. Had my own life alone been threatened, I would not have purchased it by such a measure; but I considered myself as entrusted also with the protection of Hepburn's; a man who, by his humane attentions and devotedness, had so endeared himself to me, that I felt more anxiety for his safety than for my own. Michel had gathered no *tripe de roche*,

and it was evident to us that he had halted for the purpose of putting his gun in order, with the intention of attacking us, perhaps, whilst we were in the act of encamping."

On the day after his arrival at Fort Enterprise, the Doctor scarified the swelled parts of Adam's body, when a large quantity of water flowed out, and he obtained some ease, but still kept his bed. In less than 48 hours afterwards, the only other Canadians there, Peltier and Samandré, breathed their last; and Captain Franklin himself was so dreadfully reduced, that he could scarcely render the least assistance in collecting bones and fuel. The strength of Dr. Richardson and the faithful Hepburn also rapidly declined, and was very nearly exhausted when, providentially, on the 7th of November, the long-expected relief arrived, by the hands of three Indians, from Akaitcho's encampment.

"They brought but a small supply, that they might travel quickly. It consisted," says Captain Franklin, "of dried deer's meat, some fat, and a few tongues. Dr. Richardson, Hepburn, and I, eagerly devoured the food, which they imprudently presented to us in too great abundance, and in consequence we suffered dreadfully from indigestion, and had no rest the whole night. Adam, being unable to feed himself, was more judiciously treated by them, and suffered less; his spirits revived hourly. The circumstance of our eating more food than was proper in our present condition, was another striking proof of the debility of our minds. We were perfectly aware of the danger, and Dr. Richardson repeatedly cautioned us to be moderate; but he was himself unable to practise the caution he so judiciously recommended.

"The youngest of the Indians, after resting about an hour, returned to Akaitcho, with the intelligence of our situation, and he conveyed a note from me to Mr. Back, requesting another supply of meat as soon as possible. The two others, 'Crooked-Foot' and 'The Rat,' remained to take care of us, until we should be able to move forward. They set about every thing with an activity that amazed us; and the improved state of our apartment, and the large and cheerful fires they kept up, produced in us a sensation of comfort to which we had long been strangers."

By these men, Captain Franklin also received a letter from Mr. Back, stating that one of his little party had fallen a victim to cold, fatigue, and hunger, about the middle of October. We must now hasten to the conclusion of this most disastrous journey.

Eight days elapsed, and the inmates of Fort Enterprise



were again reduced to the necessity of eating putrid deer-skin, ere a second supply of provisions could be conveyed to them. They were then rejoiced to learn, by a note from Mr. Back, dated Nov. 11th, that he and his two surviving companions, St. Germain and Solomon Belanger, had so recruited their strength, that they were preparing to proceed from the Indian hunters' encampment to Fort Providence.

On the 16th, Captain Franklin and his party set out for the abode of Akaitcho, which they reached in safety after a painful, but gradually improving march of ten days. Their feelings on quitting the house where they had formerly enjoyed much comfort, if not happiness, and latterly experienced a degree of misery scarcely to be paralleled, may be more easily conceived than described. A short extract from the published narrative will enable the reader to form an idea of the dreadful state to which they had previously been reduced.

“The Indians,” says Captain Franklin, “treated us with the utmost tenderness, gave us their snow-shoes, and walked without any themselves, keeping by our sides, that they might lift us when we fell. They prepared our encampment, cooked for us, and fed us as if we had been children; evincing humanity that would have done honor to the most civilized people. We were received by the party assembled in the leader's tent with looks of compassion and profound silence, which lasted about a quarter of an hour, and by which they meant to express their condolence for our sufferings.”

Captain Franklin and Dr. Richardson continued to sojourn with Akaitcho, who was moving very slowly to the southward, until Dec. 8th: and then pushed on for Fort Providence, where they met with a hearty welcome. On the 19th, they arrived at Moose-Deer Island, and there found Lieutenant Back, whose sufferings had scarcely been less than their own, and to whose exertions, under Almighty guidance, they felt the preservation of their lives to be owing. By the end of February, 1822, the swellings of their limbs had entirely subsided, and they were able to walk to any part of the island. Their appetites gradually moderated, and they nearly regained their ordinary state of body before the spring. Hepburn alone suffered from a severe attack of rheumatism,

which confined him to his bed for some weeks. On the 26th of May, the whole of the surviving officers and men, with the exception of Adam, who had formed an alliance with the Copper Indians at Fort Providence, embarked for Chipewyan, where the remainder of the Canadians, then only three in number, were discharged. Captain Franklin, Lieutenant Back, Dr. Richardson, John Hepburn, and Augustus, the Esquimaux, returned to York Factory, on the 14th of July. "Thus," says the commander of the expedition, "terminated our long, fatiguing, and disastrous travels in North America, having journeyed by water and land (including our navigation of the Polar Sea), 5550 miles."

Captain Franklin obtained post rank, Nov. 20th, 1822; and married, Aug. 16th, 1823, Eleanor Anne, youngest daughter of William Porden, Esq. of Berners Street, London. In April following, Dr. Richardson was appointed Surgeon of the Chatham division of royal marines; and, about the same period, Lieutenant Back proceeded to the Leeward Islands' station, in the *Superb* 78, Captain Sir Thomas Staines. The manner in which these highly distinguished travellers were next employed will be seen by the following extract from Captain Franklin's "Narrative of a Second Journey to the Shores of the Polar Sea:"

"His Majesty's Government having, towards the close of 1823, determined upon another attempt to effect a northern passage by sea between the Atlantic and Pacific Oceans, and Captain Parry, the commander of the two preceding expeditions, having been again entrusted with its execution, success, as far as ability, enterprise, and experience could ensure it, appeared likely to be the result. Yet, as the object was one for which Great Britain had thought proper to contend for upwards of three centuries, it seemed to me that it might be desirable to pursue it by more ways than one; I therefore ventured to submit a plan for an expedition overland to the mouth of the *Mackenzie River*, and thence, by sea, to the north-western extremity of America, with the combined object, also, of surveying the coast between the Mackenzie and Copper-mine Rivers.

"I was well aware of the sympathy excited in the British public by the sufferings of those engaged in the former overland expedition, and of the humane repugnance of Government to expose others to a like fate; but I was enabled to shew satisfactorily that, in the proposed course, similar

dangers were not to be apprehended, while the objects to be attained, were important at once to the naval character, scientific reputation, and commercial interests of Great Britain; and I received directions from Earl Bathurst to make the necessary preparations for the equipment of the expedition, to the command of which I had the honor to be nominated.

“My much valued friend, Dr. Richardson, offered his services as naturalist and surgeon, and also volunteered to undertake the survey of the coast to the eastward, while I should be occupied in endeavouring to reach Icy Cape. Lieutenant Bushnan, who had served under Captains Ross and Parry, was likewise appointed to accompany me; but, long before the party was to leave England, I had to lament the premature death of that excellent young officer, who was eminently qualified for the service, by his skill in astronomical observations, surveying, and drawing\*. Many naval officers, distinguished for their talent and ability, were desirous of filling the vacancy; but my friend and former companion, Lieutenant Back, having returned from the West Indies, the appointment was offered to him, and accepted with his wonted zeal. Mr. Edward Nicholas Kendall, admiralty mate, and recently assistant-surveyor with Captain Lyon†, was appointed to accompany Dr. Richardson in his voyage from the mouth of the Mackenzie to the eastward, and to do the duty of assistant-surveyor to the expedition at large, whilst it continued united. Lastly, Mr. Thomas Drummond, of Forfar, was appointed assistant-naturalist.

“A residence in the northern parts of America, where the party must necessarily depend for subsistence on the daily supply of fish, or on the still more precarious success of Indian hunters, involves many duties which require the superintendence of a person of long experience in the management of the fisheries, and in the arrangement of the Canadian voyagers and Indians: we had many opportunities, during the former journey, of being acquainted with the qualifications of Mr. Peter Warren Dease, a chief trader of the Hudson’s Bay Company, for these services, and I therefore procured the sanction of His Majesty’s Government for his being employed on the expedition.

“As soon as I had authority from Earl Bathurst, I entered into a correspondence with the Governor and Directors of the Hudson’s Bay Company; and these gentlemen, taking the most lively interest in the objects of the expedition, promised their utmost support to it, and forthwith sent injunctions to their officers in the Fur Countries to provide the necessary depôts of provision at the places which I pointed out, and to give every other aid in their power.

“*Pemmican*, the principal article of provision used in travelling, being

---

\* See Suppl. Part IV. p. 353.

† See Post-Captains of 1823.

made during the winter and spring, the orders for providing the extra quantity required for the expedition, though sent out from England by the earliest conveyance, so as to reach the provision posts in the summer of 1824, could not be put into effect sooner than the spring of 1825; hence, it was not proper that the main body of the expedition should reach the Fur Countries before the latter period. Some stores were forwarded from England, by way of New York, in March, 1824, for the purpose of relieving the expedition as much as possible from the incumbrance of heavy baggage, and thus enabling it, by moving quickly, to reach its intended winter-quarters at Great Bear Lake, as well as to provide for its more comfortable reception at that place. These stores, with the addition of other articles obtained in Canada, sufficed to load three north canoes, manned by eighteen voyagers; and they were delivered, before the winter set in, to Mr. Dease, at the Athabasca Lake.

“Three light boats were also sent out to York Factory, in June 1824, together with a further supply of stores, two carpenters, and a party of men, with a view of their reaching Cumberland House the same season; and, starting from thence as soon as the navigation opened in the following spring, that they might be as far as possible advanced on their way to Bear Lake before they were overtaken by the officers of the expedition. The latter, proceeding by way of New York and Canada, would have the advantage of an earlier spring in travelling through the more southern districts; and, further to expedite their progress, I directed two large canoes, with the necessary equipments and stores, to be deposited at Penetanguishene, the naval depôt of Lake Huron, in the autumn of 1824, to await our arrival in the following spring; having been informed that, in ordinary seasons, we should, by commencing our voyage at that place, arrive in the N. W. country ten days earlier than by the usual way of proceeding up the Utawas River from Montreal.”

The three boats mentioned by Captain Franklin were constructed at Woolwich under his own superintendence. To fit them for the ascent and descent of the many rapids between York Factory and Mackenzie River, and to render their transport over the numerous portages more easy, it was necessary to have them as small, and of as light a construction as possible; and, in fact, as much like a birch-bark canoe as was consistent with the stability and capacity required for their voyage at sea. They were built of mahogany, with timbers of ash, both ends exactly alike, and fitted to be steered either with a sweep-oar or a rudder. Each of them had two lug-sails. The largest boat, 26 feet long and 5½ broad, was adapted for six rowers, a steersman, and an



officer; it could be borne on the shoulders of six men, and was found, on trial, to be capable of carrying three tons weight, in addition to the crew. The others were each 24 feet long,  $4\frac{1}{2}$  broad, and capable of receiving five rowers, a steersman, and an officer, with an additional weight of 5600 pounds.

Captain Franklin and his officers, with four marines as attendants, embarked at Liverpool, on board the American packet-ship *Columbia*, Feb. 16th, 1825; and about the same period, the *Blossom* 24, was commissioned at Woolwich by Commander F. W. Beechey, and ordered to proceed round Cape Horn, for the purpose of meeting the western branch of the expedition in Behring's Strait, and conveying that party either to the Sandwich Islands or Canton, as might seem most advisable to Captain Franklin, who was instructed to take a passage to England in any merchant ship that he might find about to sail for Europe. The eastern branch was to return overland from the mouth of the Copper-mine River to Great Bear Lake, where alone a sufficient supply of fish could be procured for the support of so many persons.

When Captain Franklin left London to proceed on this expedition, he had to undergo a severe struggle between the feelings of affection and a sense of duty; his wife then lying at the point of death, and, with heroic fortitude, urging his departure at the very day appointed—entreating him, as he valued her peace and his own glory, not to delay a moment on her account. She expired on the sixth day after his embarkation, leaving a daughter, eight months old. Previous to her union with Captain Franklin, this amiable lady had published two poems, one entitled "*The Veils, or the Triumph of Constancy*;" and the other, "*The Arctic Expedition*." She subsequently published a very spirited "*Ode on the Coronation of His Majesty George the Fourth*;" and a poem in sixteen cantos, entitled, "*Cœur de Lion, or the Third Crusade*." Her father was the architect who erected the King's stables at Brighton, and other buildings which placed his name high in the line to which he belongs.

The boats of the expedition, accompanied by Augustus

and another Esquimaux interpreter, named Ooligbuck, had advanced from York Factory into the interior, 1200 miles, before they were joined by Captain Franklin and Dr. Richardson; whilst the latter, from taking a more circuitous route, by New York and Upper Canada, travelled 2800 miles, to reach the same point. This junction took place on the 29th of June, 1825, in the Methye River, which is almost at the head of the waters that run from the north into Hudson's Bay. In no part of the journey was the presence of the officers more requisite to animate and encourage the crews. The river itself, besides being obstructed by three impassable rapids, is usually so shallow, through its whole course of forty miles, as scarcely to admit of a flat-bottomed bateau floating with half its cargo. This river and its impediments being surmounted, the Methye Portage,  $10\frac{3}{4}$  miles long, which is always held up to the inexperienced voyager as the most laborious part of the journey, was at no great distance. But whatever apprehensions the men might have entertained on this subject, seemed to vanish when the captain and his able coadjutor landed amongst them. Lieutenant Back and Mr. Kendall were at this time employed in bringing up three heavily laden canoes from Lake Superior; and Mr. Drummond, who had been left behind at Cumberland House, had already commenced his botanical labours, between the Saskatchewan River and the Rocky Mountains.

On the 7th of August, having reached Fort Norman, situated on the left bank of the Mackenzie, in lat.  $64^{\circ} 40' 30''$  N., long.  $124^{\circ} 53' 22''$  W., and within twelve leagues of the stream that runs into that river from Great Bear Lake, Captain Franklin resolved on continuing his course to the sea, in the largest boat, accompanied by Mr. Kendall and the faithful Augustus, for the purpose of collecting whatever information could be obtained from the Loucheux Indians and Esquimaux wanderers, as well as from personal observation, respecting the general state of the ice, in the summer and autumn, and the trending of the coast, east and west of Whale Island,—the limit of Mackenzie's voyage. In the meantime, Dr. Richardson employed himself in surveying the shores of

Great Bear Lake, and fixing upon a spot, the nearest to the Copper-mine River, to which he might conduct his party the following year. The important operations necessary for the comfortable residence and subsistence of the expedition during the fast approaching winter, were superintended by Messrs. Back and Dease.

The descent from Fort Norman to the mouth of the Mackenzie, including a short stoppage at Fort Good Hope, the lowest of the Company's posts, and which had been but recently established, for the convenience of the Loucheux tribe, occupied only six days. The river was found to discharge itself into the Arctic Ocean through many channels, formed by low islands, which at certain seasons are quite inundated. The north-eastern extremity of the main channel is in lat.  $69^{\circ} 14' N.$ , long.  $135^{\circ} 57' W.$

From this point, at which the coast begins to trend to the southward of east, an island was discovered much farther out, and Captain Franklin immediately directed his course towards it, in search of salt water, none that he had yet tasted being at all brackish.

"In the middle of the traverse," says he, "we were caught by a strong contrary wind, against which our crews cheerfully contended for five hours, though drenched by the spray, and even by the waves, which came into the boat. Unwilling to return without attaining the object of our search, when the strength of the rowers was nearly exhausted, as a last resource, the sails were set double-reefed, and our excellent boat mounted over the waves in the most buoyant manner. An opportune alteration of the wind enabled us, in the course of another hour, to fetch into smoother water, under the shelter of the island. We then pulled across a line of strong ripple which marked the termination of the fresh water, that on the seaward side being brackish; and in the further progress of three miles to the island, we had the indescribable pleasure of finding it decidedly salt.

"The sun was setting as the boat touched the beach, and we hastened to the most elevated part of the island, about 250 feet high, to look around. Never was a prospect more gratifying than that which lay open to us. The Rocky Mountains were seen from S. W. to W.  $\frac{1}{2}$  N.; and from the latter point, round by the north, the sea appeared in all its majesty, entirely free from ice, and without any visible obstruction to its navigation. Many seals, and black and white whales, were sporting on its waves; and the whole scene was calculated to excite in our minds the

most flattering expectations as to our own success, and that of our friends in the *Hecla* and the *Fury*. I wrote, for Captain Parry, an account of our progress, with such information as he might require in case he wished to communicate with Fort Good Hope, or our party, and deposited my letter, with many others that I had in charge for him and his officers, under a pole erected for the purpose, on which we left a blue and red flag flying to attract his attention."

It will be seen, by reference to Suppl. Part IV. p. 363, that Captain Parry was then in lat.  $72^{\circ} 42' 30''$  N., long.  $91^{\circ} 50' 05''$  W. Captain Franklin's place of encampment on this newly discovered island, which he named after Nicholas Garry, Esq. (the Deputy Governor of the Hudson's Bay Company), was in lat.  $69^{\circ} 29'$  N., long.  $135^{\circ} 41'$  W.; and he there displayed, for the first time, a silk union-jack, which was sewed by his "deeply-lamented wife," and presented to him, "as a parting gift, under the express injunction that it was not to be unfurled before the expedition reached the sea." "I will not," says he, "attempt to describe my emotions as it expanded to the breeze—however natural, and, for the moment, irresistible, I felt that it was my duty to suppress them, and that I had no right, by an indulgence of my own sorrows, to cloud the animated countenances of my companions. Joining, therefore, with the best grace that I could command, in the general excitement, I endeavoured to return, with corresponding cheerfulness, their warm congratulations on having thus planted the British flag on this remote island of the Polar Sea."

On his return from Garry's Island to the *terra firma* (Aug. 17th), Captain Franklin observed some deer and wild-fowl feeding quietly near the water; and he therefore concluded, that in the open season, there could be no lack of food for the skilful hunter. Next day, a strong gale of wind came on from N. W., followed by violent squalls, which, from the appearance of the clouds, and the rapid descent of the thermometer, seemed likely to be of some continuance:—the crane, the goose, and the swan, warned by this sudden change in the weather, took advantage of the fair wind, and hastened away to the southward.

On the 1st of September, Captain Franklin quitted the



muddy waters of the Mackenzie, and began to ascend the Great Bear Lake River. On the 5th, he arrived at his winter-quarters, where the members of the expedition were then, for the first time, all assembled. The officers, he found, had done him the honor of giving the name of Franklin to the "fort," which he felt a grateful pleasure in retaining at their desire, though he had intended naming it Fort Reliance. Its position was determined to be in lat.  $65^{\circ} 11' 56''$  N., long.  $123^{\circ} 12' 44''$  W.; the number of persons belonging to the establishment, at this period, including three Indian women and six children, amounted to fifty.

The consideration of next importance to furnishing this large party with food, was to provide regular occupation for the men, who had not the resources to employ their time which the officers possessed. Accordingly some were appointed to attend exclusively to the fishing nets, others to bring home the meat whenever the hunters killed any deer; some were stationed to fell wood for fuel, others to convey it to the store-house, and a third set to split it for use. Two of the most expert travellers on snow-shoes were kept in nearly constant employment, conveying letters to and from the posts on the Mackenzie River and Slave Lake. As the days shortened, it was necessary to find employment during the long evenings, and a school was therefore established on three nights of the week, from seven o'clock to nine, for their instruction in reading, writing, and arithmetic; and it was attended by most of the British. They were divided in equal portions amongst the officers, whose labour was amply repaid by the advancement their pupils made: some of those who began with the alphabet, learned to read and write with tolerable correctness. Sunday was a day of rest, and, with the exception of two or three of the Canadians, the whole party uniformly attended Divine service, morning and evening. If, on the other evenings, for which no particular occupation was appointed, the men felt the time tedious, or if they expressed a wish to vary their employments, the hall of the principal building was at their service, to play any game they might choose; and on these occasions they were invariably joined

by the officers. By thus participating in their amusements, the men became more attached to their superiors, at the same time that the latter contributed to their health and cheerfulness. The hearts and feelings of the whole were united in one common desire to make the time pass as agreeably as possible to each other, until the return of spring should enable them to resume the great object of the expedition.

Every thing seems to have gone on pretty well till the end of the year; but, owing to the extreme severity of the weather in the months of January and February, 1826, the sources from whence they had derived their food failed them. All the animals but the wolf and the fox had migrated to the southward; the stock of dried meat was expended; the fish caught did not allow more than three or four small herrings to each man per day, and, being out of season, not only afforded very little nourishment, but caused frequent and general indisposition. Under such circumstances, they were obliged to have recourse to the pemmican, arrow-root, and portable soup, which had been set apart for their voyage along the sea-coast. Towards March, however, their situation began to improve. Mr. Back had by this time been promoted to the rank of commander.

On the 24th of May a new boat was finished, and named the *Reliance*. It was constructed of fir, with birch timbers, after the model of the *Lion*, but with a more full bow, and a finer run abaft. Its length was 26 feet, and breadth  $5\frac{3}{4}$ . It was fastened in the same manner as the other boats, but with iron instead of copper. To procure sufficient nails the blacksmith was obliged to cut up all the spare axes, ice-chisels, and other implements. Being without tar, the carpenters, one of whom had had the misfortune to break his leg in the spring of 1825, substituted strips of water-proof canvas, soaked in some caoutchouc varnish, to lay between the seams of the planks; and for paint, they made use of resin (procured from the pine-trees in the vicinity), boiled and mixed with grease.

On the 1st of June, the preparations for the voyage along the coast being in a state of forwardness, Captain Franklin's atten-

tion was directed to the providing for the return of Dr. Richardson's party in the following autumn, and to the securing means of support for all the members of the expedition, in the event of the western branch being compelled to return to Great Bear Lake. Among other arrangements, Mr. Dease was instructed to keep the fort well stored with provision until the spring of 1828, in case the latter party should not meet with the Blossom, and be obliged to winter on the coast. Fourteen men, including Augustus, were appointed to accompany Captain Franklin and Commander Back, in the *Lion* and *Reliance*; and twelve, including Ooligbuck, to go with the naturalist and assistant-surveyor, in the two smaller boats, which were named the *Dolphin* and *Union*. On the 18th of June, the whole of these officers and men assembled at Divine service, dressed in sky-blue, water-proof, uniforms, which, together with an abundance of warm clothing, had been provided in England; and on the 24th, we find them again afloat, and descending Great Bear Lake River, with provision sufficient for eighty days, at full allowance. In the evening of the 3d of July, having reached the expansion of the Mackenzie, whence its different channels branch off, and being anxious not to take the *Dolphin* and *Union* out of their course, Captain Franklin gave orders to encamp, and made the necessary arrangements for the separation that was about to take place. As the parties entertained for each other sentiments of true friendship and regard, it will easily be imagined that their last evening together was spent in the most cordial and cheerful manner. They felt that they were only separating to be employed on services of equal interest; and they looked forward with delight to their next meeting, when, after a successful termination, they might recount the incidents of their respective voyages. The best supper their means afforded was provided, and a bowl of punch crowned the parting feast. This was in lat.  $67^{\circ} 38' N.$ , long.  $133^{\circ} 53' W.$

On quitting the Mackenzie, July 7th, Captain Franklin fell in with a large body of Esquimaux, who made a daring attempt to plunder his boats, but only succeeded in carrying off a few articles of inconsiderable value. After this, the western branch of the expedition met with no interruption

from the natives, with whom they had frequent intercourse as they proceeded along the coast, sometimes meeting with very numerous parties. Their progress to the westward, however, was very slow, owing to the unfavorable state of the ice and weather; and it was the 31st of July before they reached long. 141°, which is the boundary between the British and Russian dominions on the northern coast of America. The following extracts from Captain Franklin's narrative, will shew the nature of the difficulties he had to contend with in the summer of 1826:

“This point seems to be much resorted to by the Esquimaux, as we found here many winter houses, and four large stages. A favorable breeze now sprang up; and having ascertained that there was still a channel of open water between a low island and the main shore, we set sail to follow its course; but at the end of three miles we found the depth of water gradually decrease from three fathoms to as many feet, and shortly afterwards the boats repeatedly took the ground. In this situation we were enveloped by a thick fog, which limited our view to a few yards. We therefore dragged the boats to the land, until we could see our way; when it was discovered from the summit of an eminence about two miles distant, that, though the channel was of some extent, it was very shallow, and seemed to be barred by ice to the westward. We also ascertained that it was bounded to seaward by a long reef. The night proved very stormy, and we were but scantily supplied with drift wood.

“Though the 1st of August commenced with a heavy gale from E. N. E. and very foggy weather, we proceeded to the reef, after much fatigue in dragging the boats over the flats, supposing that our best chance of getting forward would be by passing on the outside of it. But there finding heavy ice lying aground, and so closely packed as to preclude the possibility of putting the boats into the water, it was determined to examine the channel by walking along the edge of the reef. An outlet to the sea was discovered, but gulls were, in most parts, *wading* across it; and there was, therefore, no other course than to await the separation of the ice from the reef. On the dispersion of the fog in the afternoon, we perceived that some of the masses were from 20 to 30 feet high; and we derived little comfort from beholding an unbroken surface of ice to seaward.

“The gale blew without the least abatement until noon of the 2d, when it terminated in a violent gust, which overthrew the tents. The field of ice was broken in the offing, and the pieces put in motion; in the evening there appeared a large space of open water, but we could not take advantage of these favorable circumstances, in consequence of the bergs still closely besetting the reef. The astronomical observations place our encampment in lat. 69° 43' N., long. 141° 30' W.

“On the morning of the 3d, a strong wind set in from the east, which



caused a higher flood in the channel than we had yet seen, and the hope of effecting a passage by its course was revived. As the ice was still fast to the reef, and likely to continue so, it was considered better to occupy ourselves in dragging the boats through the mud, than to continue longer in this irksome spot, where the wood was already scarce, and the water indifferent. The boats accordingly proceeded with four men in each, while the rest of the crew walked along the shore, and rendered assistance wherever it was necessary, to drag them over the shallow parts. After four hours' labour, we reached the eastern part of the bay, which I have named after my friend Captain Beaufort, R. N., and which was then covered with ice. We had also the happiness of finding a passage that led to seaward, and enabled us to get on the outside of the reef; but still our situation, for the next four hours, was attended with no little anxiety. The appearance of the clouds bespoke the return of fog, and we were sailing with a strong breeze through narrow channels, between heavy pieces of drift ice, on the outside of a chain of reefs that stretch across Beaufort Bay, which we knew could not be approached within a mile, owing to the shallowness of the water. Beyond the western part of this bay, the water being deep close to the coast, we sailed on in more security, and completed a run of 28 miles, the greatest distance we had made on one day since our departure from the Mackenzie. A black whale and several seals having been seen just before we landed to sup, the water being now decidedly salt, and the ice driving with great rapidity to the westward, were circumstances that we hailed with heartfelt joy as affording the prospect of now getting speedily forward."

On the 4th of August, the water was again found very shallow, and the boats repeatedly touched the ground, even at the distance of two miles from the shore. Next day their progress was obstructed, for several hours, by closely packed ice, on the outer border of a reef, in lat.  $70^{\circ} 7' N.$ , long.  $145^{\circ} 27' W.$ ; and they afterwards received several heavy blows while passing through the loose ice between that and an island, to which the name of Flaxman was given, in honor of the late eminent sculptor. The Rocky Mountains either terminated abreast of the above reef, or receded so far to the southward as to be imperceptible from the coast a few miles beyond it.

The view from the S. E. part of Flaxman Island, which is about four miles long and two broad, led Captain Franklin to suppose that he would be able to proceed by keeping close to its southern shore; but in making the attempt, the boats often got aground, and he was at length obliged to seek a passage by the north side.

“At the end of a mile in that direction,” continues he, “we were stopped by the ice being unbroken from the shore, and closely packed to seaward. Since the day after our departure from the Mackenzie, when we first came to the ice, we had not witnessed a more unfavorable prospect than that before us. No water was to be seen, either from the tents, which were pitched about thirty feet above the horizon, or from the different points of the island which we visited. We were now scantily supplied with fuel, the drift timber being covered by the ice high up the bank, except just where the boats had landed. In the evening a gale came on from the east, and blew throughout the following day: we vainly hoped this would produce some favorable change. The position of our encampment was in lat.  $70^{\circ} 11' N.$ , long.  $145^{\circ} 50' W.$

“The easterly gale gave place to a calm, on the morning of the 7th; and as this change, though it produced no effect in loosening the ice to the northward, caused more water to flow into the channel between the island and the main, we succeeded with little difficulty in crossing the flats that had before impeded us. Beyond this bar, the water gradually deepened to three fathoms; and, a favorable breeze springing up, we steered for the outer point of land in sight. The main shore, to the westward of Flaxman Island, is so low that it cannot be seen at the distance of a league, with the exception of three small hummocks, which look like islands.

“Our course was continued until we came to an island lying three miles from the shore, and which proved to be connected with it by a reef, fordable at low water. Dazzled by the glare of the sun in our eyes, the surf on this reef was mistaken for a ripple of the tide; and, although the sails were lowered as a precautionary measure, we were so near before the mistake was discovered, that the strength of the wind drove the *Lion* aground, by which accident she took in much water. The exertions of the crew soon got her afloat, and both boats were then rowed to windward: the sails were then set, close-reefed, and we stood along the weather shore, looking out for a favorable landing place, that we might obtain shelter from the approaching storm, which the appearance of the sky indicated; and also to repair the damage which the *Lion* had sustained. At length some posts, erected by the Esquimaux on a point of land, denoted an approachable part, and we effected a landing after carrying part of the cargoes 200 yards through the water. By midnight we were prepared to go forward; but were prevented from moving by a very thick fog, which continued till eleven on the morning of the 8th, when it cleared away for the space of two hours, and enabled us to perceive that the ice, which, in the preceding evening, had been observed at a considerable distance from the land, was now tossing about, in large masses, close to the border of the shallow water. We were also enabled, during this short interval of clear weather, to ascertain the latitude,  $70^{\circ} 16' 27'' N.$ , and longitude,  $147^{\circ} 38' 20'' W.$  At this encampment we remarked the first instance of regularity in the tide. It was low water at 9-30 P. M. on the 7th, and high

water at half-past two the following morning; the rise being sixteen inches. An equally regular tide was observed on the 8th; but we could not ascertain the direction of the flood."

Thick fogs, and heavy gales of wind, prevented the boats from finally quitting this island until the morning of the 16th; previous to which, the whole of the vegetation had assumed the autumnal tint; the temperature had fallen to  $35^{\circ}$ ; and young ice had already formed on the small pools near the tents, which were previously so saturated with wet as to be very comfortless abodes,—particularly as the quantity of drift-wood would only admit of a fire being made for cooking. Captain Franklin thus describes the termination of his voyage to the westward:—

"The weather became clear, after the sun rose, on the 16th, and we embarked as soon as the flowing of the tide enabled us to launch the boats, all in the highest spirits at the prospect of escaping from this detestable island. We took advantage of the fair wind, set the sails, and steered parallel to the coast. We had never more than from three to six feet water until we passed round the reef that projects from Point Anxiety, a distance of seven miles. Between this and Point Chandos, which is eight miles further to the westward, the land was occasionally seen; but after rounding the latter point we lost sight of it, and steered to the westward, across the mouth of Yarborough Inlet, the soundings varying from five feet to two fathoms. The fog returned; and the wind freshening, soon created such a swell upon the flats, that it became necessary to haul further from the land; but the drift-ice beginning to close around us, we could no longer proceed with safety, and therefore endeavoured to find a landing place, but were frustrated by the shoalness of the water, and the height of the surf. The increasing violence of the gale, however, and the density of the fog, rendering it absolutely necessary for us to obtain some shelter, we stood out to seaward, with the view of making fast to a large piece of ice. In our way, we fell among gravelly reefs, and, arriving at the same time suddenly in smooth water, we effected a landing on one of them. A temporary dispersion of the fog, showed that we were surrounded with banks, nearly on a level with the water, and protected to seaward by a large body of ice lying aground. The patch of gravel, on which we were encamped, was about 500 yards in circumference, destitute of water, and with no more drift-wood than a few willow branches, barely sufficient to make one fire.

"The period had now arrived when it was incumbent on me to consider, whether the prospect of our attaining the object of the voyage was sufficiently encouraging to warrant the exposure of the party to daily increas-



ing risk, by continuing on. We were now only half-way from the Mackenzie River to Icy Cape; and the chance of reaching the latter depended on the nature of the coast that was yet unexplored, and the portion of the summer which yet remained for our operations. I knew, from the descriptions of Cook and Burney, that the shore about Icy Cape resembled that which we had already passed, in being flat, and difficult of approach; while the general trending of the coast from the Mackenzie to the W. N. W., nearly in the direction of Icy Cape, combined with the information we had collected from the Esquimaux, led me to conclude that no material change would be found in the intermediate portion. The preceding narrative shows the difficulties of navigating such a coast, even during the finest part of the summer; if, indeed, any portion of a season which had been marked by a constant succession of fogs and gales could be called fine. No opportunity of advancing had been let slip, after the time of our arrival in the Arctic Sea; and the unwearied zeal and exertion of the boats' crews had been required, for an entire month, to explore the ten degrees of longitude between Herschel Island\* and our present situation. I had, therefore, no reason to suppose that the ten remaining degrees could be navigated in much less time. The ice, it is true, was more broken up, and the sea around our present encampment was clear; but we had lately seen how readily the drift ice was packed upon the shoals by every breeze of wind blowing towards the land. The summer, bad as it had been, was now nearly at an end; and on this point I had the experience of the former voyage for a guide. At Point Turnagain, two degrees to the south of our present situation, the comparatively warm summer of 1821 was terminated on the 17th of August, by severe storms of wind and snow; and in the space of a fortnight afterwards, winter set in with all its severity.

“While a hope remained of reaching Behring's Strait, I looked upon the hazard to which we had, upon several occasions, been exposed, of shipwreck on the flats or on the ice, as inseparable from a voyage of this nature; and if such an accident had occurred, I should have hoped, with a sufficient portion of the summer before me, to conduct my party in safety back to the Mackenzie. But the loss of the boats when we should have been far advanced, and at the end of the season, would have been fatal. No Esquimaux had been lately seen, nor any winter-houses, to denote that this part of the coast was much frequented; and if we did meet with them under adverse circumstances, we could not, with safety, trust to their assistance for a supply of provision; nor do I believe that, if willing, even they would have been able to support our party for any length of time.

“Till our tedious detention at Foggy Island, we had had no doubt of ultimate success; and it was with no ordinary pain that I could now bring

---

\* Lat. 69° 34' N., long. 139° 5' W.



myself even to think of relinquishing the great object of my ambition, and of disappointing the flattering confidence that had been reposed in my exertions. But I had higher duties to perform than the gratification of my own feelings; and a mature consideration of all the above matters forced me to the conclusion, that we had reached that point beyond which perseverance would be rashness, and our best efforts must be fruitless. In order to put the reader completely in possession of the motives which would have influenced me, had I been entirely a free agent, I have mentioned them without allusion to the clause in my instructions which directed me to commence my return on the 15th or 20th of August, 'if, in consequence of slow progress, or other unforeseen accident, it should remain doubtful whether we should be able to reach Kotzebue's Inlet the same season.'

"In the evening I communicated my determination to the whole party; they received it with the good feeling that had marked their conduct throughout the voyage, and they assured me of their cheerful acquiescence in any order I should give. The readiness with which they would have prosecuted the voyage, had it been advisable to do so, was the more creditable, because many of them had their legs swelled and inflamed from continually wading in ice-cold water while launching the boats, not only when we accidentally ran on shore, but every time that it was requisite to embark, or to land upon this shallow coast. Nor were these symptoms to be overlooked in coming to a determination; for though no one who knows the resolute disposition of British sailors can be surprised at their more than readiness to proceed, I felt that it was my business to judge of their capability of so doing, and not to allow myself to be seduced by their ardour, however honorable to them, and cheering to me. Could I have known, or by possibility imagined, that a party from the Blossom had been at only the distance of 160 miles from me, no dangers, difficulties, nor discouraging circumstances, should have prevailed on me to return; but taking into account the uncertainty of all voyages in a sea obstructed by ice, I had no right to expect that the Blossom had advanced beyond Kotzebue Inlet, or that any party from her had doubled Icy Cape. It is useless now to speculate on the probable result of a proceeding which did not take place; but I may observe, that, had we gone forward as soon as the weather permitted, namely on the 18th, it was scarcely possible that any change of circumstances could have enabled us to overtake the Blossom's barge."

The point at which Captain Franklin's voyage towards Behring's Strait terminated is in lat.  $70^{\circ} 26'$  N., and long.  $148^{\circ} 52'$  W.; but his discoveries extend to a hummock, named Point Beechey, in lat.  $70^{\circ} 24'$  N., long.  $149^{\circ} 37'$  W.; the Blossom's barge, under the command of Mr. Thomas

Elson, reached lat.  $71^{\circ} 23' 39''$  N., and penetrated to the eastward as far as  $156^{\circ} 21' W$  ; or about 120 miles beyond Icy Cape. This boat was despatched by Commander Beechey, to co-operate with the *Lion* and *Reliance*, on the 18th of August—the very day that they began to retrace their way towards the mouth of the Mackenzie, which they reached on the 30th of the same month, just at the commencement of a violent N. W. gale, attended by thunder, lightning, and torrents of rain. On the 21st of Sept., they arrived in safety at Great Bear Lake, after travelling a distance of 2048 statute miles, of which 610, including 374 of sea coast, were through parts not previously discovered.

In the mean time, Dr. Richardson and the assistant-surveyor had most fully accomplished the object of their voyage to the eastward, and travelled 1980 miles, of which 37 were by a portion of the Mackenzie never before visited by Europeans, 863 by sea, and 433 overland, from the mouth of the Copper-mine River to Great Bear Lake. "I may be allowed," says Captain Franklin, "to bear my testimony to the union of caution, talent, and enterprise in the former, which enabled him to conduct with singular success, an arduous service of a kind so foreign from his profession and ordinary pursuits ; and to the science and skill, combined with activity, of Mr. (now Lieutenant) Kendall, which must heighten the character he has already obtained for general ability and energy in his profession."

The most northerly part of the American continent seen by this branch of the expedition, is situated in lat.  $70^{\circ} 36' N.$ , long.  $127^{\circ} 35' W$ .

Captain Franklin remained on Great Bear Lake until Feb. 20th, 1827 ; when he set out on foot for Fort Chipewyan, accompanied by five men, in order to secure provisions for the remainder of the party, and to rejoin Dr. Richardson, who, being anxious to extend his geological researches as far as possible, had gone in a canoe to Great Slave Lake, immediately after his return from the sea. The other officers and men were directed to proceed to York Factory, as soon as the ice should break, and from thence, by

the Hudson's Bay ship, to England. On the 18th of June, Captain Franklin arrived, in a canoe, at Cumberland House, where he had the happiness of meeting the indefatigable Doctor, after a separation of nearly twelve months. From thence they proceeded, by way of Montreal, to New York; and there embarked, on the 1st September, for Liverpool; at which place we find them landing, from the packet-ship James Cropper, on the 26th of the same month. The rest of the expedition, with the exception of two men, one of whom had died from consumption, and another been accidentally drowned, arrived at Portsmouth, under the charge of Commander Back, exactly a fortnight afterwards.

We should here mention, that the reception Captain Franklin met with at New York, both in 1825 and 1827, was kind in the extreme. Their baggage and stores were passed through the custom-house without inspection; cards of admission to the public scientific institutions were promptly forwarded to them; and every other mark of attention was shewn by the different authorities, as well as by private individuals; indicating the lively interest which they took in his enterprise. During his last sojourn in that city, the Recorder and a deputation of the Corporation did him the honor of presenting him with a splendidly bound copy of "Colden's Memoir on the New York Canals," and the medal which had recently been struck to commemorate the completion of the Erie canal.

Soon after his return to England the Geographical Society of Paris voted him their gold medal, value 1200 francs, which is adjudged annually, and with the liberality worthy of an enlightened nation, to the individual, whether native or foreigner, who shall have made the most important acquisitions to geographical knowledge in the course of the year preceding: he was, at the same time, elected a corresponding member of that institution.

On the 29th April, 1829, Captain Franklin received the honor of knighthood. In July following, the honorary degree of D. C. L. was conferred upon him in a convocation at Oxford. And, on the 23rd Aug. 1830, he was appointed to

the command of the *Rainbow* 28, fitting out at Portsmouth for the Mediterranean station.

Lady Franklin, to whom he was united on the 5th of Nov. 1828, is the second daughter of John Griffin, of Bedford Place, London, Esq.

---

### EDWARD CURZON, Esq.

*A Companion of the Most Honorable Military Order of the Bath; Knight of the Imperial Russian Order of St. Wladimer; and Knight of the Royal French Order of St. Louis.*

THIS officer is nearly related to Lord Scarsdale\*. He entered the navy in Nov. 1804, being then fifteen years of age, as midshipman on board the *Repulse* 74, Captain the Hon. Arthur Kaye Legge†; obtained the rank of lieutenant, March 14th, 1811; served as such in the *Blake* 74, employed on the coast of Catalonia, until 1813‡; acted as a military aide-de-camp in North America, during the latter part of the war between Great Britain and the United States§; and was promoted to the rank of commander, March 29th, 1815. His subsequent appointments were, July 22d, 1816, to the *Pelican* 18, fitting out for the West Indies; Oct. 10th, 1822, to the *Fly* 18, attached to the Leith station, where he was serving when posted, Feb. 8th, 1823; and, Oct. 6th, 1826, to the *Asia* 84, equipping at Portsmouth, for the flag of Sir Edward Codrington, which ship he commanded at the battle of Navarin¶. For his conduct on that occasion, he he was nominated a C. B. on the 13th Nov. 1827; and subsequently decorated with the Cross of St. Louis, and the Order of St. Wladimer of the third class. The *Asia* returned home, to be docked and refitted, Jan. 31st, 1828; and Captain Curzon appears to have retained the command of her until June 6th following, since which he has been on half-pay.

*Agents.*—Messrs. Maude and Co.

---

\* See Vol. I. p. 420.

† See *id.* p. 442.

‡ See *id.* pp. 636 and 873.

§ See p. 4 of this volume.

¶ See Suppl. Part II. pp. 329—334.



## SEPTIMIUS ARABIN, Esq.

JEAN D'ARABIN, a branch of one of the oldest families in Provence, was born about the year 1600. His grandson, Bartholomew, fled from France at the revocation of the edict of Nantz, in 1685; came over to England, with King William III., in 1688; and commanded a troop of horse, under Colonel Robert Monckton (father of the first Viscount Galway), in 1690. The said Bartholomew was grandfather of John Arabin, who married Judith Daniell, daughter of General De Grangues (aide-de-camp to the Duke of Schomberg at the battle of the Boyne), and by that lady had two sons, Henry and John Daniell; the latter a lieutenant-general in the royal Irish artillery. Henry married Ann Grant, of the family of Grant of Ballendallack, and had issue nine sons, four of whom were devoted to the military and naval services,—viz. George, who died a captain in H. M. 54th regiment; *Septimius*, the subject of the following sketch; Frederick, a captain in the royal artillery; and Augustus, a lieutenant in the navy:—these gentlemen are grand-nephews to General William John Arabin, many years a lieutenant-colonel of the 2d regiment of foot-guards.

Mr. SEPTIMIUS ARABIN entered the navy in April, 1799; and served the greater part of his time as midshipman, under Sir W. Sidney Smith, in the *Tigre* 80, and *Antelope* 50; the former ship employed in co-operation with the Turkish forces on the coasts of Syria and Egypt, where she remained until the peace of Amiens; the latter in watching the ports of Helvoetsluys, Flushing, Ostend, and Boulogne, subsequent to the renewal of hostilities, in 1803. At this period, Mr. Arabin was often in close action with vessels destined to form a part of the flotilla collecting for the invasion of England; and his conduct on every occasion appears to have met with the unqualified approbation of his superiors. On the 24th March, 1804, he was publicly thanked by Sir W. Sidney Smith, for the gallant and judicious manner in which he conducted the boats of the *Antelope*, after every officer senior to himself was wounded, in an attack on a Dutch armed schuyt, moored at the entrance of the East Scheldt, and in every way prepared for an obstinate resistance. The capture of this vessel

was effected by boarding, but not until the boats had been exposed, in consequence of a strong lee tide, to a heavy fire for 45 minutes, by which many men were killed and wounded.

In Jan. 1806, we find Mr. Arabin, who had previously passed his examination, serving as master's-mate on board the *Pompée* 74, bearing the flag of Sir W. Sidney Smith, and about to sail for the Mediterranean, in consequence of the lamented Nelson having selected his chivalrous compeer to protect Sicily from a threatened invasion. Shortly after the arrival of the *Pompée* at Palermo, Mr. Arabin was appointed by his patron to command a Sicilian armed vessel, in which he conveyed the first supply of ammunition to Gaeta, at that time a post of the greatest importance, besieged by the French army, and resolutely defended by the Prince of Hesse-Philipsthal: he also assisted in disarming the coasts of Naples and Calabria, from the gulf of Salerno to Scylla; and was present at the capture of the latter fortress.

On the 1st August, 1806, Mr. Arabin was appointed acting lieutenant of the *Pompée*, in which capacity he passed and re-passed the Dardanelles, with the squadron under Sir John T. Duckworth, Feb. 19th and March 3d, 1807. On the first of these days, after assisting at the destruction of a Turkish 64, four frigates, and five smaller vessels, lying within the inner castles, he was sent to cut out a gun-boat, and ordered to employ her in covering the party despatched under Lieutenant (now Captain) William Fairbrother Carroll, to complete the demolition of a 31-gun battery, situated on Point Pesquies. For his conduct in the performance of this service he again received the public thanks of Sir W. Sidney Smith, and likewise had the distinguished honor of being one of the only two naval lieutenants named in Sir John T. Duckworth's first official despatch.

Having thus contributed to the securing of an anchorage for the British squadron, on its return from Constantinople, Mr. Arabin followed the *Pompée* into the sea of Marmora; but having no pilot, and his prize being almost unmanageable, from the loss of rigging and other damages, added to

the exhausted state of the few British seamen on board, who were quite destitute of provisions, he unavoidably got aground within a short distance of the beach near Gallipoli, where he lay exposed, for upwards of two hours, to the fire of numerous troops and two row-gallies, the latter of which continued to pursue and harass him until he arrived almost under the guns of his ship, by that time anchored near the Prince's Islands.

We have before had occasion to mention, that the *Pompée* bore the flag of Vice-Admiral the Hon. Henry Edwin Stanhope, in the subsequent expedition against Copenhagen, under Admiral Gambier and Lord Cathcart; and we have now to remark, that Mr. Arabin, still acting as lieutenant of that ship, was selected to command a division of boats at the debarkation of the British army. During the siege, he was often warmly engaged with the Danish flotilla and batteries; and his conduct in every affair so fully met the approbation of the Vice-Admiral, as to induce that officer personally to present him to the naval commander-in-chief, with the strongest recommendation for advancement. In the mean time, however, the Admiralty had promoted him to the rank of lieutenant, by commission dated August 4th, 1807, and consequently no reward for his services off Zealand could then be expected.

Subsequent to the surrender of the Danish navy, Sir W. Sidney Smith applied for Mr. Arabin to be appointed a lieutenant of the ship destined to bear his flag on the South American station, and he was consequently ordered to join the *Foudroyant* 80, at Brazil, from whence he returned home with his admiral, in August, 1809. His next appointment was, about Mar. 1810, to the *Theseus* 74, Captain William Prowse, under whom he served, off Flushing and the Texel, until the summer of 1812. He then became flag-lieutenant to Sir W. Sidney Smith, and proceeded with him to the Mediterranean, where he continued during the remainder of the war, in the *Hibernia* 110. His advancement to the rank of commander took place August 27th, 1814.

After making several unsuccessful applications for an ap-

pointment on the peace establishment, and it having been intimated to him, by high authority, that the being so employed could not be considered as giving an officer any additional claim to promotion, Captain Arabin at length resolved to travel on the continent, with the view of gaining such local knowledge and information as would further qualify him for his country's service, in the event of another war. He accordingly visited the most considerable parts of France and Italy, acquiring a practical knowledge of the languages of those countries, and passing his time with as much advantage, in a professional point of view, as if he had been serving in a sloop of war. Previous to his obtaining a command, he presented a statement of his services to Viscount Melville, accompanied by the following document:—

“In certifying the above statement of the meritorious and distinguished services of Captain Arabin, for the most part under my own direction and observation, I feel it but justice to him to remark, that his being constantly selected for services of difficulty and danger, where zeal and ability were required, and the development of those qualities having ensured the success of the operation, the best possible earnest for the future is afforded, and the acquirements consequent of such experience, with close application and study in the higher branches of professional knowledge, being proportionate thereto, I do not hesitate to say, that his promotion to the rank which can alone afford the probability of his rising to that of flag-officer, during the active time of life, promises *advantage to the service*, as well as to the individual whom I have it much at heart to see in his place in the profession to which he has devoted his youth so unremittingly. (Signed) “W. SIDNEY SMITH, Vice-Admiral.”

On the 2d July, 1821, Captain Arabin was appointed to the *Argus* 18, intended for the Halifax station, where he received a post commission, from England, dated March 20th, 1823. His last appointment was, Dec. 23, 1825, to the *North Star* 28, fitting out for the African station, where he captured several slave vessels crowded with victims to the cupidity of Brazilian and Spanish traders. Previous to his return home, he visited Rio de Janeiro, and there received on board Viscount Strangford, Envoy Extraordinary to the Court of Brazil, whom he landed at Portsmouth, June 29, 1829. The *North Star* was soon afterwards put out of commission.



Captain Arabin married a daughter of the late Sir George Berriman Rumbold, Bart. formerly British Consul-General at Hamburg, whose widow was afterwards united to Sir W. Sidney Smith, and died at Paris, in May, 1826.

*Agent.*—J. Hinxman, Esq.

---

### PRICE BLACKWOOD, Esq.

SON of the Hon. Hans Blackwood, brother to Lord Dufferin, by M. Hester, second daughter and co-heiress of Sir Robert Temple, Bart. \*

Mr. Price Blackwood was born at Dublin, May 26th, 1796. He first went to sea, May, 1808, in the Warspite 74, commanded by his uncle, Captain (now Sir Henry) Blackwood, under whom he continued to serve, on the Mediterranean and Channel stations, until about June, 1813; when, having passed his examination for lieutenant, he joined the Goliath 58, Captain Frederick Lewis Maitland, fitting out for the North American station; where he was promoted into the Mohawk sloop, Captain Henry Litchfield, March 10, 1814. His subsequent appointments were,—Oct. 1st, 1814, to the Tanais 38, Captain Joseph James;—June 10th, 1816, to the Active 46, Captain Philip Carteret (both of which frigates were employed in the West Indies);—Aug. 6th, 1819, to the Leander 60, as flag-lieutenant to Sir Henry Blackwood; and in April, 1820, to act as commander of the Curlew sloop, then employed in the Persian Gulph, and afterwards in the China seas. In Feb. 1822, his uncle appointed him acting captain of the Leander; and in May following he was removed to the Topaze 46, which frigate he brought home

---

\* A brief account of the Blackwood family will be found in the note at p. 642 of Vol. I. Part II. The Temples, of Stowe, in Buckinghamshire, are, according to many genealogists, descended from Leofric, Earl of Mercia, and the famous Godiva, who is reported to have rode naked through Coventry, in order to obtain from her husband some immunities for the inhabitants.

and paid off, in October, 1822. His Admiralty commissions as Commander and Post-Captain bear date June 4th, 1821, and April 2d, 1823.

Captain Price Blackwood married, July 4th, 1825, Helen Selina, eldest daughter of the late Thomas Sheridan, Esq.

*Agents.*—Messrs. Cooke, Halford, and Son.

## HON. HENRY JOHN ROUS.

SECOND son of John, first Earl of Stradbroke, by Charlotte Maria, daughter of Abraham Whittaker, Esq. and brother and heir presumptive to the present peer.

This officer was born Jan. 23, 1795. We first find him serving as midshipman under Captain (afterwards Sir William) Hoste, and assisting at the capture of la Tisiphone French national xebec, two gun-boats, seven transports laden with timber for the Venetian government, and two merchant vessels, by the boats of the Bacchante frigate, at Port Lema, on the coast of Istria, in the night of Aug. 31st, 1812. He also bore a part at the capture of the Corfu flo-tilla, Jan. 6th, 1813; as will be seen by reference to our memoir of Captain Donat Henchy O'Brien\*. On the 15th May following, he assisted at the capture and destruction of the castle and batteries of Karlebago, mounting two long 12-pounders, four nines, and two brass sixes †; and on the 12th June in the same year, he commanded the Bacchante's yawl, under the orders of Lieutenant Silas Thomson Hood, in a most brilliant affair on the coast of Abruzzi, the result of which was the capture of seven large Neapolitan gun-vessels, each mounting a long 18-pounder in the bow, three others armed with 4-pounders, and fourteen sail of merchantmen, from Ancona bound to Barletta, many of the latter lying aground under the town of Gala Nova, and pro-

\* See Suppl. Part IV. pp. 277—281.

† See Vol. II. Part I. p. 477.

ted by more than 100 soldiers, with two field-pieces, on the beach. "*This,*" says Captain Hoste, "*was the force opposed to a frigate's boats ; but no disparity of numbers could check the spirit of the brave officers and men employed in this service. The attack was determined on instantly, and executed with all the gallantry and spirit which men accustomed to danger, and to despise it, have so frequently shewn ; and never was there a finer display of it than on this occasion. The boats, as they advanced, were exposed to a heavy fire of grape and musketry ; and it was not till they were fairly alongside that the enemy slackened their fire, and were driven from their vessels with great loss. I beg leave to recommend Lieutenant Hood to the notice of the commander-in-chief in the strongest manner ; I am unable to do justice to his merit. He speaks in the highest possible terms of Lieutenant Francis Gostling ; acting Lieutenant Webb, who distinguished himself so much in January last, with the Corfu flotilla ; Lieutenants Holmes and Haig, R. M. ; and Messrs. Rees, Rous, Hoste, Farewell, Waldegrave, Langton, M'Kean, and Richardson."*

The loss sustained by the British on this occasion was rather severe, though not so much as might have been expected from the enemy's superiority of force, the obstinacy of the contest, and the boats' crews being exposed to a scattered fire of musketry while employed in getting the prizes afloat. Three men were killed, and six very badly wounded, one of whom survived only a few hours.

On taking possession of the merchant vessels, the whole of which were loaded with oil, it was found that the plugs had been taken out of the bottoms of those aground, and that they consequently were half full of water. In the ensuing night, one of these vessels, under the charge of Mr. Rous, filled and upset, but did not go down, owing to the buoyancy of her cargo. The wind was then blowing strong, with a heavy sea, notwithstanding which Mr. Rous and his prize crew were providentially enabled to hang on by the starboard gunwale, from midnight until 4 A. M., when they had the good fortune to be discovered and picked up by the

Hon. Mr. Waldegrave, commanding the very sternmost vessel of the convoy, and under a press of sail for Lissa.

From this period, Mr. Rous was engaged in a variety of important operations,—including the capture of Rovigno, on the coast of Istria; the island of Lesina; and the strong fortresses of Cattaro and Ragusa; by the reduction of which the allies became masters of every military post in Dalmatia, Croatia, Istria, and the Frioul, together with all the islands in the Adriatic Sea\*.

Mr. Rous's promotion to the rank of lieutenant took place May 18th, 1814; and on that occasion he was appointed to the *Alcmene* 38, Captain Jeremiah Coghlan. From Aug. 4th following until Jan. 1816, he served in the *Mæander* 38, Captain John Bastard. In Jan. 1817, he received an appointment to the *Conqueror* 74, fitting out for the flag of Rear-Admiral Plampin, from which ship he was advanced to the command of the *Podargus* 14, at St. Helena, Nov. 26th in the same year.

The *Podargus* was paid off in Aug. 1819; and Captain Rous subsequently commanded the *Sappho* 18, on the Irish station, and *Hind* 20, in the Mediterranean, where he was serving when promoted to post rank, April 25th, 1823. His last appointment was, July 30th, 1825, to the *Rainbow* 28, in which ship he visited every part of the East India station, and discovered a river to the northward of Sydney, in New South Wales, where there is said to be fine and very safe anchorage. To this river he gave the name of Richmond. The *Rainbow* was put out of commission, at Portsmouth, Aug. 25th, 1829.

*Agent.*—C. Clementson, Esq.

---

## CHARLES PHILLIPS, Esq.

*Fellow of the Royal Society.*

Is the son of the late Dr. George Phillips, of Haverford-

---

\* See Vol. II. Part I. pp. 477—481.



west, in Pembrokeshire, and connected with most of the principal families in that county.

This officer entered the royal navy at an early age, as midshipman on board *l'Aigle* frigate, Captain (now Admiral Sir Charles) Tyler, with whom he suffered shipwreck, near Tunis, in 1793. He then joined the *Marlborough* 74, Captain Thomas Sotheby, employed in the blockade of Cadiz; and subsequently the *Warrior*, of similar force, commanded by Captain Tyler, in which ship he continued during the remainder of the war.

The *Warrior* was with Lord Keith when that officer pursued the combined fleets of France and Spain from the Mediterranean to Brest, in Aug. 1799; from which period she was stationed off Ushant until the beginning of 1801, when we find her attached to the expedition under Sir Hyde Parker, destined to act against the Northern Confederacy. On the 2d April, 1801, Mr. Phillips was employed in her boats, rendering assistance to the *Monarch* 74, one of Lord Nelson's supporters in his memorable attack upon the Danish line of defence before Copenhagen.

On her return home from the Baltic, the *Warrior* was ordered to join Sir James Saumarez, then commanding a squadron off Cadiz; from which station she proceeded to the West Indies, in company with some other ships, to watch the motions of a French force which had been sent against St. Domingo, immediately after the suspension of hostilities, in 1801. She was paid off at Plymouth, in the summer of 1802.

During the remainder of the peace of Amiens, Mr. Phillips, then a passed midshipman, served in the *Spitfire* sloop, on the Milford and Irish stations; and subsequently, in the *Canopus* 80, bearing the flag of Rear-Admiral (afterwards Sir George) Campbell, off Toulon. On his return to England, he was appointed sub-lieutenant of the *Wrangler* gun-brig, in which vessel's six-oared cutter he captured *le Bien-Aimé*, French transport, lying under a battery of four guns, two field-pieces, and a mortar, near Etaples. For this service he was promoted to the rank of lieutenant,

in l'Argus sloop, on the West India station, Sept. 17th, 1806.

We next find Mr. Phillips commanding the Affiance schooner, on the coast of Demerara, from which vessel he was removed to the Phœbe 36, Captain James Oswald. After serving for some time in that frigate, on the Plymouth and Mediterranean stations, he joined the Barfleur 98, bearing the flag of Rear-Admiral Charles Tyler, and employed in the blockade of Lisbon, from whence she escorted home the first division of the Russian squadron, surrendered by Vice-Admiral Siniavin, in the autumn of 1808.

Mr. Phillips next served under Vice-Admiral George Campbell, in the Downs; and, during the Walcheren expedition, as flag-lieutenant to Sir Richard Goodwin Keats, with whom he afterwards proceeded to the defence of Cadiz, in the Implacable 74. While employed in that arduous service, he was successively appointed to the command of the Wizard and Tuscan, 16-gun brigs, Onyx 10, and Hound bomb; which latter appointment appears to have been confirmed by the Admiralty, but not until nearly two years after the date of his first acting order. In the course of this period, he was frequently engaged with the enemy's batteries, particularly during the last heavy bombardment of Cadiz from the forts near Matagorda; and on one occasion he had the satisfaction of personally rescuing a Spanish vessel, which had drifted on the beach, under the fire of fort Napoleon. If we mistake not, he was also employed in co-operation with Lieutenant-General Graham (now Lord Lynedoch), when that officer marched from Tariffa, and obtained a brilliant victory over Marshal Victor, at Barrosa\*. In the early part of 1812, he reported his having captured a row-boat privateer, and the destruction, by the boats of the Onyx and Desperate, of a merchant brig lying on the beach near Conil, where she was protected both by great guns and musketry. His promotion to the rank of commander took place Oct. 6th, 1812.

---

\* See Captain WILLIAM HENRY SMYTH.

In 1817, Captain Phillips submitted to the Admiralty a plan for propelling ships by the capstan; and, in 1819, another, for increasing the power of that machine by wheel-work, which was the basis of the improved capstan now bearing his name, and for which he has a patent. The following extracts are taken from his recently printed explanation and description of this very valuable invention:—

“The experience of ten years, the period since Captain Phillips’s capstan was first introduced into His Majesty’s service, has enabled him to submit three several plans of improved capstans, founded upon his first invention, engravings of which are attached. His arrangement of wheel-work produces a greater power with the same proportioned wheels than any he has ever seen, as the power gained by the difference of diameter between the first and last wheel is always increased equal to an entire revolution of the first mover; the series of wheels may in consequence be of less diameter than in any other arrangement, and necessarily lighter. This additional power is gained by fixing the exterior wheel, and communicating the effect so produced to the capstan, by bolts fixed to, or withdrawn from, the frame that carries the centre of the intermediate pinions.

“Whenever it is necessary to use a greater power than the leverage of the bars produces in the simple capstan, a resource is found in tackles; but they are not continuous, very long in application, and very difficult to be removed, particularly when surges take place: with Captain Phillips’s capstan, on the contrary, the application of the power is immediate, it is subject to no difficulty in removal, and continues its motion as long as may be required; whereas the motion of the tackle can but continue until the two blocks come together. The power capstan is as strong as the plain capstan, therefore there can be no risk in using it; and it does not follow that the power is to be applied on all occasions, more than that recourse should be had to tackles in every trifling difficulty; but it is highly advantageous that, when great obstacles are to be overcome, such a power should be always at hand, and capable of being applied, in the darkest night, in less than a minute; and as a proof that it has been of material benefit in an extreme case of difficulty, it is but to quote the words of Captain Parry, at the court-martial held upon the officers of the *Fury*, for the wreck of that ship, where he distinctly stated, that, but for Phillips’s capstan, the expedition must have remained another winter in the ice.

“The advantages and peculiarities of these capstans are, that although used with different powers, both capstans traverse the same way, either as a common or increased power capstan; and that the people are never obliged to turn themselves at the bars, and to heave the other way, when a different power is applied, and in so doing to leave the capstan entirely dependent upon the paws; but the capstan is, under all circumstances,



either during the shifting the powers, or otherwise, as much supported by the strength of the people as the ordinary capstan is; thus clearly shewing that this arrangement of the wheel work is peculiarly adapted to capstans. Nor is the situation of the works necessarily confined to one place, but may be left entirely to the option of the constructor or employer."

Captain Parry, in the narrative of his third voyage for the discovery of a N. W. passage, says :

"The strain we constantly had occasion to heave on the hawsers, as springs to force the ships through the ice, was such as, perhaps, no ship ever before attempted; and by means of Phillips's invaluable capstan, we often separated floes of such magnitude as must otherwise have baffled every effort. I cannot omit this opportunity of expressing my admiration of this ingenious contrivance, in every trial to which we put it in the course of this voyage. By the perfect facility with which the machinery is made to act, or the contrary, it is easily altered and applied to any purpose, in ten or fifteen seconds; and the slowness, and consequent steadiness of the power, render it infinitely less trying to the hawsers than any purchase we were before enabled to adopt on board a ship, independent of the great personal risk consequent on the snapping of a hawser."

The great benefit of the improved capstan to ships that may be short-handed, and also where the messenger is made equal to withstand the strain, Captains George W. C. Courtenay and Williams Sandom, have fully proved in letters to Captain Phillips;—the former officer states, that he was enabled to get a 20-gun sloop under weigh, at a time when he had only fourteen efficient men on board; and Captain Sandom says:—

"While in command of different vessels on the West India station, for nearly four years, I frequently experienced the great advantage arising from the power of your capstan, more particularly when sickness had so reduced the crew as to render an attempt to weigh the anchor with the usual means doubtful and dangerous; and I found I could always apply the increased power with safety, by using lengths of the stream chain cable in lieu of a hempen messenger, by which means a great saving accrued, as the hempen messengers, particularly in the West Indies, were always giving way."

Another most important advantage to be derived from the use of the patent capstan has likewise been proved by Lord Napier, who, in a letter to Captain Phillips, says:—

"Whilst running down the coast of Brazil in H. M. S. Diamond, there



under my command, it was determined to come to an anchor for the night, under the *Ilia Francesa*. The anchor not having taken the ground properly, the ship drove upon a bank at the very top of high water. As the tide ebbed, we laid out the small bower-anchor, broad on the larboard bow, brought the bower-cable direct to the capstan, and started about eighteen tons of water. When the tide had made sufficiently, we hove round to a heavy strain, and continuing to do so at intervals, the ship was literally dragged off by the great power of the capstan, and the strength of a new cable, leaving behind her on the shoal, as we found afterwards in dock, a great part of her false keel. Now, had it not been for the enormous power acquired by the application of your invention, I am of opinion that the ship would not have been got off without landing the whole of the guns and provisions; and as it came on to blow very fresh the next day, I am equally inclined to believe that the safety of the ship was due, in a great measure, to the facilities afforded thereby, and the promptitude with which they were applied."

The continuation of peace since the first introduction of the improved capstan, has not permitted one of its greatest benefits to be shewn,—that of the facility which it gives to the sudden equipment of an armament at the breaking out of a war, when but few seamen can be immediately obtained. The want of such a purchase was strongly felt at the renewal of hostilities in 1803, when the first squadron was equipped at Plymouth. But supposing there was no want of seamen, and that the marines alone were sufficient for the heaviest work on board, such as swaying up the yards and topmasts, how many more men could be spared for dock-yard duty, and for other contingencies attendant on fitting out.

This most excellent invention led to Captain Phillips's appointment, Sept. 6th, 1821, to the *Spey* of 20 guns; and it has recently been ordered, that, for the future, all the power capstans used in the royal navy shall be constructed upon his plan, "and that any ship upon being commissioned, having the plain capstan, may exchange it for one on the improved principle with any ship in ordinary having one of equal size, provided the public service is not interfered with by any delay in the exchange."

The *Spey* proving defective, Captain Phillips was removed, on the 30th Oct. 1821, to the *Bann* sloop, of similar force, fitting out for the African station, where he rescued 813

slaves, in a cruise of four months. During his stay there, he had four severe attacks of fever; and in the beginning of May, 1823, his ship, then at Ascension, where he was obliged to invalid, had already lost her purser, gunner, and captain's-clerk, two midshipmen, twenty sailors, five marines, and four boys, all of whom fell victims to the climate of Africa. His post commission bears date May 15th, 1823.

In 1825, Captain Phillips invented a method of suspending ships' compasses, so as to prevent their being affected by the firing of guns in action, or from any other concussion, and to ensure their preserving a horizontal position in all sorts of weather. The most favorable reports have been made on this instrument by Captains Henry E. P. Sturt and Frederick Marryat; the former of whom says, that the concussion from firing the guns of the *Phæton* frigate, while under his command, had no apparent effect on the steadiness of the card; and the master of the *Ariadne* 28, lately commanded by Captain Marryat, states, that while he was employed in boats, searching for some supposed rocks off the Western Islands, notwithstanding the shock occasioned by the oars, the vibration never exceeded half a point, whereas the compass cards supplied by the dock-yard, for boats' use, went completely round and round.

In 1827, Captain Phillips applied the hydrostatic principle, of water rising to its own level, to the pumpdales of ships, by which he has enabled them to be cranked under the lower-deck, so as to free it from such a serious incumbrance, and yet to allow the water to deliver itself from the same height as before. The pumpdale of the *Asia* 84, intended for the flag of Sir Edward Codrington, was the first placed according to this plan. In addition to these, Captain Phillips has proposed several other improvements, which are now on trial. He was elected a Fellow of the Royal Society in 1829; and has recently been appointed to the command of the *Ariadne*.

This scientific officer married, Sept. 25th, 1823, Elizabeth, daughter of William Nicholson, of St. Margaret's, Rochester Esq.

---

## THOMAS BALL CLOWES, Esq.

Is the son of a deceased medical gentleman, formerly resident at Sandwich. He served as midshipman under Commodore (now Sir Edward W. C. R.) Owen; passed his examination in April, 1809; obtained the rank of lieutenant, Dec. 26th, in the same year; and was appointed to the Hamadryad frigate, Captain Sir Thomas Staines, about June, 1810. His commission as commander bears date March 23d, 1812.

Captain Clowes's subsequent appointments were, June 2d, 1812, to the Sparrowhawk brig, of 18 guns, employed in the Mediterranean; and, May 22d, 1821, to the Rose 18, about to be launched at Portsmouth, in which vessel he sailed for the above station, on the 20th August following. He obtained post rank May 16th, 1823.

*Agent.*—W. M'Inerheny, Esq.

---

## DAVID BUCHAN, Esq.

*Principal Sheriff of Newfoundland.*

THIS officer obtained a lieutenant's commission, Jan. 29th, 1806. The first mention we find made of him, subsequent to that period, is in "Barrow's Chronological History of Voyages into the Arctic Regions," published in 1818;—Mr. Barrow says:—

"Since the first establishment of the fishery on the banks of Newfoundland, very little communication has at any time been had with the natives of this large island, and for more than half a century past none at all; indeed, it was considered by many as doubtful whether there were on the island any permanent inhabitants, or whether the Indians, sometimes seen on the western coast, did not come in their canoes across the straits of Bellisle, merely for the purpose of fishing and killing deer. A settler, however, reported that, in the autumn of 1810, he had discovered a storehouse on the banks of the River of Exploits. Upon this report Sir John Duckworth sent Lieutenant Buchan, commander of the schooner Adonis, to the Bay of Exploits, for the purpose of undertaking an expedition into the interior, with a view of opening a communication with the



native Indians, if any such were to be found. His vessel was soon frozen up in the bay; and on the 12th January, 1811, Mr. Buchan began his march into the interior, along the banks of the river, accompanied by twenty-four of his crew, and three guides; and, having penetrated about 130 miles, discovered some wigwams of the natives. He surprised them; and their inhabitants, in number about 75 persons, became in his power. He succeeded in overcoming their extreme terror, and soon established a good understanding with them. Four of the men, among whom was their chief, accepted his invitation to accompany him back to the place where, as he explained to them by signs, he had left some presents which he designed for them.

“The confidence by this time existing was mutual, and so great, that two of Mr. Buchan’s people requested to remain with the Indians till his return with the presents. They were permitted to do so; and Mr. Buchan set out on his return to his depôt, with the remainder of the party and the four Indians. They continued together for about six miles, (to the resting place of the night before,) when the chief declined going any farther, and with one of his men took leave, directing the other two to go on with Mr. Buchan. They did so, till they came near the place to which they were to be conducted, when one of them became panic-struck, and fled. But the tempers of the two men were different. The other remained unshaken in his determination, and with a cheerful countenance, and an air of perfect confidence in the good faith of his new allies, motioned to them with his hand to proceed; disregarding his companion, and seeming to treat with scorn Mr. Buchan’s invitation, to depart freely if he chose to do so. Soon afterwards the party reached their rendezvous; slept there one night; loaded themselves with the presents, and returned again to the wigwams,” (leaving eight men behind in charge of the depôt). “The behaviour of the Indian remained always the same. He continued to shew a generous confidence, and the whole tenor of his conduct was such as Mr. Buchan could not witness without a feeling of esteem for him. On arriving at the wigwams they were found deserted, and the Indian became exceedingly alarmed. Many circumstances determined Mr. Buchan to let him be at perfect liberty; and this treatment revived his spirits. The party spent the night at the wigwams, and continued their route in the morning. They had proceeded about a mile, when, being a little in advance before the rest of the party, the Indian was seen to start suddenly backward. He screamed loudly, and fled with a swiftness that rendered pursuit in vain. The cause of his flight was understood when Mr. Buchan, the next moment, beheld upon the ice, headless, and pierced by the arrows of the natives, the naked bodies of his two marines who had been left with the Indians.”

The following are extracts of Lieutenant Buchan’s journal:—



“On coming up, we recognized with horror the bodies of our two unfortunate companions, lying about 100 yards apart; that of the corporal (James Butler) was pierced by an arrow in the back; and three others had entered the body of the private marine (Thomas Bouthland); they were laid out straight, with the feet towards the river, and backs upwards, their heads were off, and no vestige of garments left; several broken arrows were lying about, and a quantity of bread, which must have been emptied out of the knapsacks; very little blood was visible. This melancholy event naturally much affected all the party; but these feelings soon gave way to sensations of revenge. Although I was fully aware of the possibility of finding out the route they had taken, yet prudence called on me to adopt another line of conduct; that all our movements had been watched I could have no doubt; and my mind became seriously alarmed for the safety of those who had been left with the sledges; I conceived it, therefore, of the utmost consequence to lose not a moment in joining our other men. Having given to the people with me some little refreshment, I caused them to be formed into a line of march, those having fire-arms being in the front and rear, those with cutlasses remaining in the centre, and all were charged to keep as close together as the intricacies would permit. On opening the first point of the river-head, one of the men said he observed an Indian look round the second point, and fall back; on coming up, we perceived that two men had certainly been there, and had retreated; we afterwards saw them at times, at a good distance before us; the tracks shewed that they had shoes on. This caused considerable perplexity; the guides, and indeed all the party, were of opinion that the Indians had been to the sledges, and that those two were returning down the river to draw us into a trammel, for they supposed a body of them to be conveniently posted to take advantage of us in some difficult pass. These conjectures were probable; they strongly urged my taking to the woods, as being more safe. Although this was certainly true, it would have been attended with great loss of time, as, from the depth and softness of the snow, we could not possibly perform it under two days; but as the immediate joining my people was paramount to every other consideration, for our conjectures might be erroneous, and as I was, in this instance, fain to suspect that curiosity had predominated over the obligations of duty, I continued on by the river side. At noon, we arrived at the fire-place, and finding all well I experienced great relief, after four hours spent in unutterable anxiety for their fate. The two men who had been straggling were easily discovered by the sweat which still rolled down their faces. Nothing now remained for us but to make the best of our way down the river; especially as a thaw had set in, and the ice was speedily breaking up. We therefore set forward, and after a most painful journey, chiefly through soft snow or water, succeeded in reaching the Adonis on the 30th January.

“The lake on which the Indians were found does not appear to have

been discovered during any excursion from the north side of the island ; but there is no question of its having been seen in some route from the Bay of Islands along by the Humber river, or from St. George's Bay by a communication of waters ; for in Cook and Lane's chart, published by Laurie and Whittle, in May, 1794, there is a pond delineated, which, from relative distances and appearances, I have no doubt to be the same on which our unfortunate companions lost their lives."

We next find this officer employed in surveying the coasts of Newfoundland ; and afterwards, commanding the Pike schooner ; to which vessel he was first appointed Mar. 26th, 1814 ; and again, with the rank of commander, April 13th, 1816. He subsequently received the thanks of the inhabitants of Newfoundland, for his exertions and humanity during the calamitous winter of the latter year.

On the 14th Jan. 1818, Captain Buchan was appointed to the *Dorothea* hired ship, and the command of an expedition which, in consequence of the disappearance of the arctic ice from a very considerable extent of the Greenland seas, it had been resolved to equip, for the discovery of a northern communication between the Atlantic and Pacific Oceans. The orders under which he sailed from England were, to proceed directly north, between Greenland and Spitzbergen, and in the event of meeting with a sea free from land, in which case it was hoped it would also be free from ice, to proceed direct for Behring's Strait. Another expedition, under Captain John Ross, was at the same time directed to proceed up the middle of Davis's and Baffin's Straits to a high northern latitude, and then to stretch across to the westward, in the hope of being able to pass the northern extremity of America, and reach Behring's Strait by that route, a distance greater than the one laid down for Captain Buchan, by nearly one-third. The *Dorothea's* consort on this occasion was the *Trent* hired brig, commanded by Lieutenant (now Sir John) Franklin.

The interest excited by the equipment of these vessels was of so general a nature, that there is scarcely an individual who is not fully in possession of its purport ; but, as no official narrative of the voyage has hitherto been published, the following authentic outline may not prove uninteresting.

Captain Buchan sailed from Deptford early in May 1818, and, few obstacles presenting themselves, the island of Spitzbergen was approached on the 26th of that month. Its shores at first present a picture of dreariness and desolation: craggy mountains, with their summits towering above the clouds; deep glens, filled with eternal snows, and stupendous icebergs, are the principal objects which attract attention. The eye, however, soon becomes familiarized to such a scene, and the mind is then filled with admiration of its grandeur and magnificence.

The ships pursued an almost uninterrupted course along the western shore of this island, until they reached Cloven Cliff, its northern boundary, where they found that impenetrable barrier of ice described by Captain Phipps, which has hitherto frustrated every endeavour to reach the Pole. Twice they were led into it by flattering prospects, and each time the floes closed upon them, so that they could neither advance nor recede.

These discouraging circumstances, though they threw a damp upon the most sanguine expectations, served but to redouble the ardour of every officer and man. Finding that the sails alone were insufficient to force a passage, the laborious operation of dragging the ships with ropes and ice-anchors was resorted to; an experiment never before made, and now attempted more with the determination of leaving nothing undone, that might afford the slightest prospect of accomplishing the important enterprise in view, than with any expectation of its succeeding to the desired extent. This fatiguing duty was at first rewarded with some degree of success; but difficulties increased as the vessels proceeded, and at length the compactness of the ice was such, that they became quite immoveable. The first time, they were beset for thirteen days, within two miles of the land, and in such shoal water that the rocks were plainly to be seen in the offing. On the second occasion they penetrated as far as  $80^{\circ} 14' N.$ , and remained among the ice nearly four weeks; sometimes striking against it with a violence that made them rebound, and frequently suffering much from its pressure,



which nothing but their prodigious strength could have withstood. So powerful was this compression, that the planks of their decks were split ; and the vessels themselves occasionally lifted up several feet, and thrown over, very considerably, on their bilges.

On the evening of the 29th of July, being once more in the open sea, Captain Buchan, whose patience had been so severely tried, but who was still anxious to make the most of the remainder of the season, steered to the westward, in the hope of meeting with a more favorable opportunity of reaching a higher northern latitude in that direction ; and with the determination, in the event of failure, of making the attempt to the eastward of Spitzbergen. Unfortunately for the successful issue of this project, the ships had scarcely entered upon it when a violent gale came on suddenly ; and they were reduced to the almost hopeless alternative of taking refuge amongst the ice, from the pressure of which, in smooth water, they had so narrowly escaped, that it appeared scarcely possible for them to survive its effects, now that it had become most violently agitated by the storm.

The first contact with the icy barrier—the moment of almost inevitable destruction—was deferred to the last instant ; in the hope of a change, and in order to prepare the vessels, as much as possible, for the premeditated collision, by cutting up the cables, and hanging the pieces as fenders over the bows. At length the dreaded moment arrived ; there was but one wave between the vessels and the margin of the ice, which latter was buried in foam, and heaving and grinding with the effect of the tempest, to a degree that the noise it occasioned completely drowned the voices of the crews. The helm was put a-weather, and the fore-top-sail added to the head-sail upon each vessel, in order that she might the more successfully force herself past the turbulent margin of the awful barrier, and enter so far, that, in case of her destruction, the crew might have some chance of saving themselves upon the ice. The reader will imagine the anxiety with which the officers and men awaited the first shock, and their heartfelt joy at finding it successfully resisted. The vessels,



pressed by canvass, had acquired considerable velocity ; but this was instantly stopped on reaching the edge of the pack, and they owed their safety, partly to their being forced an-end by the violence of the sea, and partly to the fortunate position in which they had been placed by their commanders. It is needless to add, that the havoc upon them was great : their rudders were squeezed and rendered useless ; the greater part of their timbers were either broken or sprung ; and the *Dorothea* was stove in several places.

Preparations were now made for putting the boats and provisions on the ice ; but, providentially, a favorable change soon took place. An immense floe, which had impeded the progress of the *Trent*, was split by a blow of her stem, and the several pieces, re-uniting after she had passed between them, formed a breakwater, and afforded such protection as yet to hold out hopes of her safety.

By 4 p. m., on the 30th, the gale had abated ; the wind shifted, and the *Trent* forced her way out : the *Dorothea* had suffered too much to make the attempt. Early next morning, however, both vessels were clear of the ice ; but in so shattered a condition, as to render their continuance at sea most perilous.

The hopes of the expedition being now at an end, Captain Buchan reluctantly yielded to necessity, and lost no time in making for the nearest anchorage. The port of Smeerenberg being found too insecure to admit of the vessels undergoing a temporary repair there, he proceeded from thence to Danes' Gat, the best harbour yet discovered in Spitzbergen, where he remained until the end of August.

In this expedition, which has never had justice done it, many interesting magnetical and astronomical observations were obtained, which have been published by Mr. George Fisher, astronomer, of whom mention is made in our memoir of Sir W. E. Parry.

Captain Buchan's last naval appointment was, May 24th, 1819, to the *Grasshopper* of 18 guns, fitting out for the Newfoundland station ; where he received his post commission from England, dated June 12th, 1823. Previous to this

advancement, he had again undertaken the arduous task of investigating, during the winter season, the interior of that colony; "a service never sufficiently noticed, but in which was manifested all that persevering spirit, intrepidity, and hardihood of endurance, which characterises a British seaman under every possible aspect of peril." One of his companions, on this occasion, was Mr. Charles Crump Waller, midshipman, a clever and highly respectable young officer, who afterwards served in one of the expeditions under Captain Parry \*, and died at Southsea, Hants, Sept. 16th, 1826.

Captain Buchan was appointed Principal Sheriff of Newfoundland, in April, 1825. He married a sister of Lieutenant-Colonel Adye, royal artillery; in which corps, we believe, he has a son, who accompanied him towards the north pole, in 1818.

---

### JOHN WALTER ROBERTS, Esq.

ELDEST son of the Rev. William Roberts, D. D. Vice-Provost of Eton College, and Rector of Worplesdon, co. Surrey, by a daughter of the late Colonel John Gore, Lieutenant-Governor of the Tower of London, and sister to Vice-Admiral Sir John Gore, K. C. B †.

This officer was born in 1792; and entered the navy, as midshipman on board the Medusa frigate, commanded by his maternal uncle, under whom he served, in that ship and the Revenge 74, from Dec. 1804 until Aug. 1808. During this period he visited the Cape Verd Islands, Calcutta, St Helena, and Cadiz; saw much active service off Brest, l'Orient, and Rochefort; and witnessed the capture of four French frigates of the largest class, by part of the squadron under Sir Samuel Hood, who lost his right arm in the action ‡.

---

\* See Suppl. Part IV. p. 362.

† See Suppl. Part II. p. 466. The father of the above mentioned Dr. Roberts was Provost of Eton. His family originally came from Gloucestershire, but have been long settled in the county of Monmouth.

‡ See *Id.* p. 481. *et seq.*

Mr. Roberts next joined the *Endymion* frigate, Captain the Hon. Thomas Bladen Capel, and continued in her until Sir John Gore assumed the command of the *Tonnant* 80, in Sept. 1810, when he again became one of his midshipmen. From the latter ship, he was promoted into the *Armada* 74, Captain Charles Grant, on the Mediterranean station, March 6, 1812. He afterwards successively served in the *Repulse* 74, Captain Richard Hussey Moubay, employed off Toulon; *l'Impérieuse* frigate, Captain the Hon. Henry Duncan, on the coast of Italy; and *Revenge*, as flag-lieutenant to Sir John Gore, in the Adriatic. His advancement to the rank of commander took place Aug. 26th, 1814.

On the 18th April, 1820, Captain Roberts was appointed to the *Shearwater* brig, in which he proceeded to St. Helena, the Cape of Good Hope, and Mauritius. While commanding that vessel, he was obliged to throw all her guns overboard in a tremendous gale of wind.

The *Shearwater* was paid off at Portsmouth, in the beginning of 1822; and in June following, Captain Roberts received an appointment to the *Thracian* 18, fitting out for the Jamaica station, where his boats, under the command of Lieutenant Amos Plymsell, assisted those of the *Tyne* 28, Captain John Edward Walcott, in capturing the Spanish piratical schooner *Zaragozana*, mounting one long 18-pounder, four 9-pounders, and eight swivels, with a crew of from 70 to 80 men, of whom 24 were soon afterwards sentenced to death, and executed. The particulars of this capture, and copies of documents shewing the importance attached to it, both by the commander-in-chief at Jamaica and the Board of Admiralty, have been given at pp. 392—395 of Suppl. Part IV.

In April, 1823, Captain Roberts, "who, on every occasion throughout the period of his service with Captain Walcott, had manifested a zeal and effort commanding the applause of all," was appointed to succeed that officer in the command of the *Tyne*, stationed on the coasts of Cuba and Mexico, from whence he brought home 500,000 dollars and a quantity of cochineal, on merchants' account, Dec. 15th following.



He was promoted to post-rank, June 16, 1823; and put out of commission soon after his return from the West Indies, where the Tyne appears to have suffered much from yellow fever, and lost many of her crew.

Captain Roberts married, in Nov. 1825, Frances, daughter of John Sargent, of Lavington Park, co. Sussex, Esq. formerly M. P. for Seaford. One of his sisters is married to Captain George Wyndham, R. N. nephew to the Earl of Egremont.

---

### EDWARD BOXER, Esq.

BROTHER to Captain James Boxer, R. N. and Commander William Boxer.

This officer was born at Dover, in 1784; and appears to have entered the naval service under the patronage of Charles, fifth Viscount Ranelagh, commanding the Doris frigate, early in 1798. On the 22nd July, 1801, he assisted at the capture of la Chevrette French corvette, of 20 long 9-pounders and 350 men, under the batteries in Camaret bay, near Brest, by the boats of the Doris, Beaulieu, and Uranie\*. He subsequently followed Captain Charles Brisbane into the Trent 36, Goliah 74, and Arethusa 38. On the 28th June, 1803, we find him assisting at the capture of la Mignonne, French 18-gun corvette, near the west end of St. Domingo †. In June, 1805, he joined l'Unité 38, Captain (now Sir Charles) Ogle, who recommended him to the favorable notice of Lord Collingwood, by whom he was received on board the Ocean 98; and promoted, Sept. 29th, 1806, into la Sophie sloop, Captain William Mansell, on the Mediterranean station. His first Admiralty commission bears date Jan. 8th, 1807; at which period he was serving under Captain Hallowell (now Sir Benjamin H. Carew) in the Tigre 80.

---

\* See Vol. II. Part II. pp. 884—887.

† See Vol. I. Part II. p. 737. Lord Ranelagh died Dec. 24th, 1800, and was succeeded in the command of the Doris by Captain Brisbane.



During the expedition to Egypt, in 1807, Lieutenant Boxer commanded a detachment of seamen landed to cooperate with the army under Major-General Thomas Fraser \*. At the capture and destruction of a French convoy, in the Bay of Rosas, Nov. 1, 1809, he led one division of the boats employed, and conducted them with so much bravery and skill as to secure the lasting esteem of his distinguished commander.

On the 28th Oct. 1811, Mr. Boxer was removed with Captain Hallowell to the Malta 80, of which ship he continued first lieutenant during the remainder of the war, with the exception of a short period passed in the temporary command of the Volcano bomb. During the siege of Tarragona, in 1813, he had the direction of all the gun-boats under the orders of Rear-Admiral Hallowell, by whom he was again ordered to act as commander, in the Wizard brig, about the end of Oct. 1814. His promotion to that rank took place Mar. 1st, 1815.

From this period, Captain Boxer remained on half pay till Sept. 6, 1822, when he was appointed to the Sparrowhawk 18, fitting out for the Halifax station, where he received his post commission from England, dated June 23d, 1823. In July, 1824, he became Inspecting Commander of the Coast Guard at Weymouth; and on the 23d Feb. 1827, we find him appointed to the Hussar 46, equipping for the flag of Sir Charles Ogle, with whom he returned home from Nova Scotia, July 4th, 1830. The Hussar was paid off, at Chatham, on the 26th of the same month.

Mrs. Boxer died Jan. 25, 1826, most deeply deplored by her husband, her numerous family, and friends.

*Agents.*—Messrs. Cooke, Halford, and Son.

---

\* See Vol. I Part II. p. 482.

### GEORGE FREDERICK RICH, Esq.

SON of the late Admiral Sir Thomas Rich (who died at Sonning, near Reading, April 6th, 1804), and brother to Commander Charles Rich.

This officer served as midshipman and lieutenant under Commodore (now Sir Edward W. C. R.) Owen, by whom he was entrusted with the command of a division of gun-boats, at the evacuation of Walcheren, in Dec. 1809. His first commission bears date Dec. 30, 1805, from which period we find no other mention of him than the above, until his promotion to the rank of commander, Oct. 26, 1813. Since the peace, he has commanded the *Racoon*, *Falmouth*, and *Ringdove* sloops, on the Cape of Good Hope, St. Helena, and West India stations. He was made post, July 1st, 1823.

*Agents.*—Messrs. Stilwell.

---

### THOMAS PETTMAN, Esq.

WAS born at Sandwich, of which borough his father is a magistrate. He obtained the rank of lieutenant, Mar. 19th, 1805; and commanded the boats of the *Dreadnought 98*, bearing the flag of Vice-Admiral Thomas Sotheby, at the recapture of a Spanish merchant ship, under the following disastrous circumstances, Sept. 9th, 1810.

On the 7th of that month, the *Dreadnought* fell in with the *Snapper* schooner, and was informed by her commander that a ship was amongst the rocks on the west side of Ushant. On the morning of the 8th, Vice-Admiral Sotheby made sail towards that spot, and, in the evening, discovered the object of his search in a small creek, surrounded by rocks, but apparently not so well protected as to prevent her being taken possession of. The *Dreadnought* then stood off, without shewing the least appearance of intending an attack, until night, when she again bore up. On the 9th, at 5 A. M., seven boats were manned, armed, and sent away under the command of Lieutenant Pettman, who proceeded to the at-

tack, constantly galled, as he approached, by a heavy fire of small arms, and two 4-pounder field-pieces on the beach. On nearing the vessel, he perceived a number of French soldiers leaving her in the greatest confusion, some of whom were drowned in attempting to reach the shore. Nothing could exceed the ardour displayed by the officers and boats' crews, who soon obtained possession; but, unfortunately, during the time that they were bringing their prize out, a most destructive fire was opened upon them by several hundred troops, situated on a precipice, and secure from any attack that could be made upon them by so small a party. Two boats, with three men in them, being shot adrift, drove on shore during the heat of the action, and were taken possession of by the enemy: the launch, in endeavouring to rescue them, had several men wounded. The loss on the part of the British was Mr. Henry B. Middleton, master's-mate, Mr. William Robinson, midshipman, three sailors, and three marines, killed; Lieutenants Henry Elton and Stewart Blacker, Messrs. George Burt and Henry Dennis, midshipmen, eighteen sailors, and six marines, wounded; five seamen and one marine missing. The French privateer by which this ship had been taken, was lying about a mile distant, but did not offer any opposition to the boats, and, in consequence of the severe loss they sustained, Lieutenant Pettman did not deem it proper to attack her. The prize, thus dearly purchased, proved to be the *Maria Antonio*, from Teneriffe, with a cargo of barilla, bound to London.

The gallant conductor of the above enterprise was made a commander, June 15th, 1814; appointed to assist Captain George Fowke in the superintendence of the Ordinary at Sheerness, about June 1822; and promoted to post rank, Sept. 5th, 1823. He died in the summer of 1828.

---

## WILLIAM JAMES HOPE JOHNSTONE, Esq.

SECOND son of Vice-Admiral Sir William Johnstone Hope, G. C. B., M. P., Treasurer and Receiver-General of the Royal Hospital at Greenwich, by Lady Anne, eldest daughter of James, third Earl of Hopetown, who, at the demise of his grand-uncle, George, Marquis of Annandale, in 1792, inherited the large estates of that nobleman, and the earldoms of Annandale and Hartfield; neither of which dignities did he, however, assume, but simply added the family name of the deceased marquis, Johnstone, to that of Hope\*.

Mr. William J. Hope Johnstone was born, July 28th, 1798; and entered the naval service, as midshipman on board the *Sarpedon* brig, in June, 1811. He subsequently served in the *Adamant* 50, Captain John Sykes; *Venerable* 74, Captain Sir Home Popham; *Stirling Castle* 74, commanded by the same officer, and employed in conveying the Earl of Moira (afterwards Marquis of Hastings) to Bengal; *Latona*, receiving-ship at Leith, Captain Andrew Smith; *Endymion* 40, Captain Henry Hope; *Tagus* 38, Captain J. W. Deans Dundas; *Satellite* sloop, Captain James Murray; and *Ramillies* 74, Captain Thomas Boys. In the *Venerable*, he was present at the reduction of *Lequitio* and *Castro*, on the north coast of Spain; also at the attacks made upon *Puerta Galetta*, *Gueteria*, and *Santander*; and at the destruction of the fortifications of *Bermeo*, *Plencia*, *Galea*, *Algorta*, *Begona*, *El Campillo las Quersas*, and *Xebiles*, in the summer of 1812 †. The *Latona* and *Ramillies* bore the flag of his father, as commander-in-chief on the coast of Scotland, in 1813 and the five succeeding years. His first commission bears date May 2d, 1813.

In June, 1819, Lieutenant Johnstone was appointed to the

---

\* Sir W. Johnstone Hope's eldest son now claims the earldom of Annandale in right of his mother.

† See Vol. II. Part II. pp. 523—527.



Vengeur 74, Captain Frederick Lewis Maitland, C. B. which ship conveyed Lord Beresford from Rio Janeiro to the river Tagus, and the King of the Two Sicilies from Naples to Leghorn, in the year 1820\*.

On Sir Home Popham's return from the naval command at Jamaica, a short time previous to his demise, the commander's commission in his gift was bestowed upon the subject of this sketch, and bears date Sept. 9th, 1820. In the following year, being then unemployed, he joined, as a private, the Dumfries-shire yeomanry cavalry, in which respectable corps he is now a captain. On the 28th Feb. 1823, he was appointed to the Eclair sloop, fitting out at Deptford, for the South American station.

While employed in this vessel, affording protection to British property on the north coast of Brazil, the country being then in a very unsettled state, Captain Johnstone differed in opinion with his Majesty's Vice-Consul at Pará, as to the line of conduct that should be taken by the English residents, and requested that they would forthwith withdraw their names from a cavalry corps which had been formed during the recent disturbances in the province; urging the nature of his orders, which required him to discountenance any thing but the strictest neutrality. He afterwards received a note from Mr. Dickenson, the Vice-Consul, wherein the latter expressed himself as follows:—"I have much satisfaction in assuring you, that the British merchants have with alacrity fully adopted your advice, although not consonant with their individual opinions."—At a subsequent period, he had the satisfaction to receive an official letter from the Admiralty, conveying Mr. Secretary Canning's approbation of his conduct.

In January, 1824, the house of Mr. Hesketh, an English merchant at Maranham, and brother to the British Vice-Consul there, was forcibly entered, and searched for arms. Captain Johnstone, thinking a shew of force, by moving the Eclair, might have the effect of producing greater circum-

---

\* See Vol. II. Part. I. p. 399, and note † at ditto.

spection in future, shifted her berth accordingly, and placed her, as soon as possible, on the flank of a low battery, mounting eighteen 9 and 6-pounders. In the meantime, the Vice-Consul had obtained an apology for the outrage committed; but the Junta of the province afterwards deliberated whether they should not deprive the *Eclair* of her rudder, for approaching so near the shore! On leaving that harbour to join Sir George Eyre (his commander-in-chief) Captain Johnstone received the following letter:—

*“Maranham, 26th Jan. 1824.”*

“Dear Sir,—I have the honor to enclose a copy of a letter which I received this morning from the British merchants, under the signatures of their respective firms, expressive of their wish, that the visits of His Majesty’s ships to this port may be continued, and their grateful sense of the attention you have paid to the protection of their interests, also of their individual regrets at losing the pleasure of the society of yourself and the officers of *H. M. S. Eclair*.

“I comply with the wish of the merchants in transmitting the enclosed, and rejoice in the opportunity thus afforded me to express my particular thanks for the zealous and friendly disposition so sincerely manifested on the morning of the 14th instant, towards my brother and myself; and I shall ever feel proud of the acquaintance I have made from your visit to this place. I am, with great truth and regard, my dear Sir, yours very sincerely,  
(Signed) “ROBERT HESKETH, Vice-Consul.”

*“To Captain Johnstone, H. M. S. Eclair.”*

The measures adopted by this officer at Maranham were also highly approved by Mr. Secretary Canning. In Mar. 1824, he assumed the command of the *Doris* 42, at Pernambuco, into which frigate he had been posted by the Admiralty, on the 21st of October preceding.

The port of Pernambuco was then closely blockaded by a squadron from Rio Janeiro, the province having refused to acquiesce in the wishes of the Brazilian government; and Captain Johnstone remained there nearly four months, for the protection of British property. Notwithstanding every endeavour on his part to steer a perfectly neutral course, he was formally accused by the President, of sending supplies to the royal squadron, which induced him to address a letter to his Excellency, denying that the boats of the *Doris* had, “either directly or indirectly,” been so employed; and stating, that unless the President allowed he had acted on partial

information, His Majesty's ship should receive no more supplies from thence. Obtaining but a very unsatisfactory answer to this communication, he thereupon sailed for Bahia, to complete his water and provisions; having only the disagreeable alternative of allowing the government of Pernambuco to suppose that they might with impunity accuse a British officer of dishonorable conduct, if he remained and took supplies; or of leaving the English merchants under considerable alarm, as was strongly expressed in a letter to him. On his return, however, in a fortnight afterwards, he had the infinite satisfaction to find that no British subject had been molested in any way; and he subsequently received a letter from Rear-Admiral Sir George Eyre, acknowledging the receipt of his despatches on the subject, and perfectly approving of his conduct.

Many other disagreeable circumstances occurred during Captain Johnstone's stay at Pernambuco, but more particularly on the 22d of June, 1824, when two midshipmen of the *Doris* and a boat's crew were made prisoners, on landing, by the populace, under the impression, we believe, that her boats had assisted in an attack made on the previous night by the blockading officer. In consequence of this outrage, a lieutenant was sent with a letter to the President, demanding "an explicit and ample apology;" and next day, Captain Johnstone received in writing "His Excellency's regrets at the occurrence," and found that a strong proclamation had been issued to enforce civility to all foreigners.

The blockade being raised a few days afterwards, and tranquillity restored, Captain Johnstone rejoined his Admiral at Rio Janeiro, proceeded from thence to the Rio de la Plata, and then sailed for England, where he arrived in Dec. 1824, and paid off the *Doris*, Jan. 12th following.

Captain Johnstone's next appointment was, June 6, 1828, to the *Asia* 84, fitting out for the flag of Sir Pulteney Malcolm, commander-in-chief on the Mediterranean station, with whom he is now serving in the *Britannia* 120, having removed with him into the latter ship, April 28, 1830.

*Agents.*—Messrs. Cooke, Halford, & Son.

## GEORGE FRANCIS LYON, Esq.

*Doctor of the Civil Law.*

Is a native of Chichester, and son of the late Colonel Lyon, of that city. He was educated at Dr. Burney's celebrated naval academy, at Gosport, co. Hants; entered on the books of the Royal William, flag-ship at Spithead, in 1808; and first embarked in a sea-going ship, the Milford 74, Captain (now Sir Henry William) Bayntun, Aug. 8, 1809. After serving for several months on the French coast, he proceeded to Cadiz in the same two-decker, then commanded by Captain Edward Kittoe, and destined to receive the flag of Vice-Admiral Sir Richard Goodwin Keats, whom he subsequently followed into the Hibernia, a first rate, on the Mediterranean station. On the 23d Nov. 1810, we find him in one of the Milford's boats, engaged in an attack on several of the enemy's gun-vessels, near Santa Maria; on which occasion Lieutenants Thomas Worth and John Buckland, of the royal marines, between whom he was sitting at the time, both fell by one unlucky shot.

Mr. Lyon's next ship was the Caledonia 120, bearing the flag of Sir Edward Pellew (now Viscount Exmouth), who soon appointed him acting lieutenant of the Berwick 74, Captain Edward Brace, under whom he served at the reduction of Genoa, in April, 1814\*. On the 8th of the same month, he was wounded in an attack made by the boats of the Berwick and Rainbow, in conjunction with two Sicilian gun-vessels, upon the enemy's posts near the pass of Rona, with a view to favor the advance of the British army, under Lord William Bentinck. On this occasion, two long 24-pounders and two mortars were taken: the total loss sustained by the boats was two men killed, and five, including Mr. Lyon, wounded. His appointment to the Berwick was confirmed by the Admiralty, July 30, 1814.

---

\* See Vol. I. Part II. p. 634.



During the war with Murat, in 1815, Lieutenant Lyon appears to have been present at the siege of Gaeta, by the combined Austrian and Anglo-Sicilian forces, under General Baron Laner, and Captain (now Sir William Charles) Fahie\*. On the last day of that year he was appointed to the *Albion* 74, fitting for the flag of Rear-Admiral (afterwards Sir Charles) Penrose, in which ship he bore a part at the battle of Algiers, Aug. 27, 1816 †.

In Sept. 1818, Mr. Ritchie, a gentleman of great science and ability, employed by the British government on a mission to the interior of Africa, arrived at Malta (where the *Albion* was then lying), attended by M. Dupont, a Frenchman in his pay, whom he had engaged at Marseilles for the purpose of collecting and preparing objects of natural history. It was understood that Captain Frederick Marryat, R. N. was also to have accompanied Mr. Ritchie, but that circumstances had occurred which induced that officer to relinquish his intention of joining the mission. Soon after Mr. Ritchie's arrival at Valette, he became acquainted with Lieutenant Lyon, who, hearing him express his disappointment at having failed to obtain Captain Marryat as his companion on the proposed expedition, offered to supply his place, "hoping that the zeal by which he was actuated would in some degree make amends for his deficiencies in other respects." Mr. Ritchie, without hesitation, accepted his proposal, and in consequence, lost no time in requesting Sir Charles Penrose to solicit the necessary permission for his quitting the *Albion*. On the 19th of November a favorable answer was received from the Admiralty; and Lieutenant Lyon, who had employed himself during the interval in acquiring the Arabic alphabet, and in otherwise preparing himself for the object in view, immediately followed Mr. Ritchie to Tripoli, where he landed on the 25th of the same month. In 1821, he published his *Journal*, under the title of "A Narrative of Travels in Northern Africa, accompanied by geographical notices of

\* See Vol. I. Part II. p. 718.

† See Suppl. Part II. p. 294.

Soudan, and of the course of the Niger," with a chart of the routes, and a variety of colored plates, illustrative of the costumes of the several natives of that country. The tour is divided into two parts; the first comprises a journey over the Gharian mountains to BeniOLED, and the subsequent progress of the mission from Tripoli to Mourzouk, the capital of Fezzan, (lat. 25° 54' N. long. 15° 52' E.) where Mr. Ritchie died on the 20th Nov. 1819; the second embraces Mr. Lyon's proceedings between that period and Mar. 25th, 1820, when he returned to Tripoli, after an absence of exactly one year,—“it being deemed too hazardous to attempt advancing any further into the interior, without fresh authority and additional pecuniary supplies from Government.” During this period Lieutenant Lyon wore the dress of a Moslem, kept his head shaved, allowed his beard to grow, and travelled under the name of Said-ben-abd-Allah. Previous to the commencement of his journey, he was instructed in reading Arabic by a *fighi* (or clerk) of one of the mosques, who also gave him all the requisite information respecting the ceremonies used in prayer; which, when he became perfect in them, he taught to Mr. Ritchie. The following extracts will enable our readers, some of whom may not have perused his narrative, to form an idea of what he had to contend with in the course of his travels:

“Mr. Ritchie felt much anxiety respecting a further allowance from Government, as we had scarcely more than money sufficient to pay the hire of our camels to Mourzouk, and beyond that place we were uncertain how we could procure a fresh supply for the use of the mission. He had brought with him a good deal of merchandize; but, from what he learnt at Tripoli, it was likely to be of little service to us, as it consisted of few or none of the articles of trade most commonly used in the interior. I furnished myself with a horse and the greater part of my equipments. M. Dupont thought fit to resign the office which he had pledged himself to fulfil, and abruptly left Mr. Ritchie, influenced, as we had reason to think, by the advice and suggestions of some of his supposed friends. The petty intrigues which were carried on in order to detract from the merits of the mission, and eventually to obstruct its progress, were most disgraceful. Such was the inauspicious state of our affairs, when we entered on our hazardous journey, determined at all events, that, however un-

promising in its commencement, its failure should not be attributed to our want of zeal in the service we had undertaken.

“ May 15th, at Mourzouk, (where the mission arrived on the 39th day after leaving Tripoli),—“ I was attacked with severe dysentery, which confined me to my bed during twenty-two days, and reduced me to the last extremity. Our little party was at this time miserably poor, for we had only money sufficient for the purchase of corn to keep us alive, and never tasted meat, unless fortunate enough to kill a pigeon in the gardens. My illness was the first break up in our little community, and from that time it rarely happened that one or two of us were not confined to our beds. The extreme saltiness of the water, the poor quality of our food, together with the excessive heat and dryness of the climate, long retarded my recovery; and when it did take place, it was looked on as a miracle by those who had seen me in my worst state, and who thought it impossible for me to survive. I was no sooner convalescent, than Mr. Ritchie fell ill, and was confined to his bed with an attack of bilious fever, accompanied with delirium, and great pain in his back and kidneys, for which he required repeated cupping. When a little recovered, he got up for two days, but his disorder soon returned with redoubled and alarming violence. He rejected every thing but water; and, excepting about three hours in the afternoon, remained either constantly asleep, or in a delirious state. Even had he been capable of taking food, we had not the power of purchasing any which could nourish or refresh him. Our money was now all expended, and the Sultan's treacherous plans to distress us, which daily became too apparent, were so well arranged, that we could not find any one to buy our goods. For six entire weeks we were without animal food, subsisting on a very scanty portion of corn and dates. Our horses were mere skeletons, added to which, Belford” (a shipwright of Malta dock-yard, who had volunteered to accompany Mr. Ritchie,) “ became totally deaf, and so emaciated as to be unable to walk.”

“ My situation was now such as to create the most gloomy apprehensions; for I reflected that, if my two companions were to die, which there was every reason to apprehend, I had no money with which to bury them, or to support myself; and must in that case have actually perished from want, in a land of comparative plenty. My naturally sanguine mind, however, and above all, my firm reliance on that Power which had so mercifully protected me on so many trying occasions, prevented my giving way to despondency; and Belford beginning soon to rally a little, we united, and took turns in nursing and attending on our poor companion. At this time, having no servant, we performed for Mr. Ritchie and for ourselves the most menial offices, Mr. Ritchie being wholly unable to assist himself. Two young men, brothers, whom we had treated with great kindness, and whom we had engaged to attend on us, so far from commiserating our forlorn situation, forsook us in our distress, and even carried off

our little store of rice and cusscussoo\*, laughing at our complaints, and well knowing that our poverty prevented the redress which we should otherwise have sought and obtained.

Mr. Ritchie was confined to his bed for 58 days. By the 20th of August he had tolerably recovered, though Lieutenant Lyon observed, with much regret, that his late and frequent disorders appeared to have very materially depressed his spirits, insomuch, that he almost constantly remained secluded in his own apartment, silent, unoccupied, and averse to every kind of society.

“Being now reduced to the last extremity, and Mr. Ritchie not thinking it right to draw for money on the Treasury, I drew a bill on my own private account, for 20*l.*, with which we proceeded immediately to the Sultan, hoping it would have the desired effect; Mr. Ritchie having before explained to him, that if he accommodated us with 80 dollars, and sent the draft to his (the Sultan’s) wife, who was then resident at Tripoli, she would instantly receive the amount from the British Consul. He still, however, refused to assist us; when on a sudden, artfully pretending to mistake 80 for 8, he exclaimed, ‘Well! I did not think it necessary to draw a written agreement for so small a sum; I will advance the eight dollars you require, and you may return them when convenient.’ Further explanation to a man determined not to understand was wholly useless; and our poverty not allowing us to refuse the sum, however small, we accepted it; and immediately employed part of our newly acquired wealth in treating ourselves with a little meat. We determined to fatten our horses for sale, and to purchase some fowls and a milch ewe, as a resource against future illness. I often drenched the horses with water, when they were not thirsty, to increase their size and improve their appearance, and at length” (in October) “sold a grey one for seventy dollars, twenty of which, with a negress valued at 32, were paid to us on taking the animal away; the remainder was to be paid when the purchaser had sold his slaves. The girl was a native of Mandra, in Bornou, and about thirteen years of age. Mr. Ritchie was witness with Belford to my liberating her in due form from slavery; but as we were much in want of a servant, it was settled that she was not to return to her native country, my ticket of freedom being only to prevent all chance of her being sold. We economised, as well as we could, our small allowance of money, which, however, soon became much reduced, as we had incurred many debts, and now punctu-

---

\* Flour prepared in a peculiar manner, so as to keep good as long as corn.



ally paid them. Within the last two or three months we frequently had passed a whole day without food.

“Belford and I fell ill about this period, and were both confined to our beds; he with a bilious fever, and I with severe pains in my back and head, which frequently caused delirium. I had had repeated attacks of ague and fever from the beginning of August, generally about three times a week, and sometimes more frequently, which had much weakened me, and brought on a decided liver complaint, as well as an affection of the spleen. Fortunately, however, my spirits were good, or I must have sunk under so many attacks. In this month, about twenty Tripoli merchants died from the effects of climate, bad water, and the want of nourishing food; even many of the natives were very ill, and it was quite rare to see a healthy looking person. I remained a week in bed, and arose from it quite a skeleton; Belford was still in a very dangerous state.

“On the 8th of November, Mr. Ritchie being again attacked by illness, I much wished him to allow of my selling some of our powder to procure him a few comforts; but to this he would not assent. On the 9th I again fell ill, and was confined to my bed; and Belford, though himself an invalid, attended on us both. Our little girl, however, assisted in nursing us. After lying in a torpid state for three or four days, without taking any nourishment or even speaking to us, Mr. Ritchie became worse, and at last delirious, as in his former illnesses. In the interval, my disorder having abated, I was enabled to rally a little, and to attend on my poor suffering companion.

“After he had somewhat recovered his intellect, he appeared very anxious to know whether any letters had arrived, announcing to us a further allowance of money from Government; but when I, unfortunately, was obliged to reply in the negative, he avoided all comment on the subject. He would not drink any tea, of which we had still some remaining; but preferred vinegar and water, our only acid, which he drank in great quantities. Being entirely free from pain, he flattered himself that he should, in a day or two, recover, particularly as he was not at all emaciated, but rather stouter than he had been for some months previous to his illness. One day he appeared so far recovered as to be able to get up; we placed him on the mat in the centre of the room, when he seemed much refreshed, and thanked us for the trouble we had taken; he then expressed a wish to have a little coffee, which, for a time, I was unwilling to give, fearing it might injure him: he was, however, so earnest in his request, that I was obliged at last to comply with it. In the evening, one or two of the Mamlukes came in; he spoke to them for a little while, and soon after fell asleep. In the morning I found he had crept from his bed, and was lying uncovered, and in a state of delirium, on the cold sand. We immediately put him to bed, and he again appeared to rally.

“On the 20th, we got a fowl, of which we made a little soup for him;

and while he was taking it, a man came in, and told me a courier had arrived from Tripoli with letters. I went out, but returned, to my sad disappointment, empty-handed, the man having no despatches for us. The broth which Mr. Ritchie drank was the first nourishment he had taken for ten days, though we had used all our endeavours to prevail on him to eat. He said he felt much revived by it, and turned round to go to sleep. He seemed to breathe with difficulty; but as I had often observed this during his former maladies, I was not so much alarmed as I should otherwise have been. At about 9 o'clock, Belford, on looking at him, exclaimed in a loud voice, 'he is dying!' I begged him to be more cautious, lest he should be overheard, and immediately examined Mr. Ritchie, who appeared to me to be still in a sound sleep; I therefore lay down on my bed, and continued listening. At 10 I rose again, and found him lying in an easy posture, and breathing more freely: five minutes, however, had scarcely elapsed before his respiration appeared entirely to cease; and on examination I found that he had actually expired, without a pang or groan, in the same position in which he had fallen asleep.

"Belford and myself, in our weak state, looked at each other, expecting that in a few days it might probably be our lot to follow our lamented companion, whose sad remains we watched during the remainder of the night. And now, for the first time in all our distresses, my hopes did indeed fail me. Belford, as well as he was able, hastened to form a rough coffin out of our chests; and a sad and painful task it was. The body of the deceased was washed, perfumed, and rubbed with camphor; and I procured some white linen, with which the grave-clothes were made. Within an hour after the funeral had taken place, a courier arrived from Tripoli, bringing a truly welcome letter, announcing that a further allowance of 1000*l.* had been made by our Government towards the expences of the mission. Had this letter reached us a little sooner, many of our troubles and distresses would have been prevented.

"I waited on the Sultan to announce to him Mr. Ritchie's death, at which the hypocrite affected to be much grieved, though he must have been well aware that had his inclination equalled his power to serve us, he might have enabled us to procure the necessaries of life, and thus at least tranquillized the last moments of Mr. Ritchie. I informed him of the additional allowance which I expected, begging him to lend me some money. He talked much of his regard for me, but dwelt a great deal on his poverty; and ended by saying, he might perhaps be able to furnish me with a *little*, which he expressed with particular emphasis, reminding me that I already owed him eight dollars. I was not then, I own, in the humour to remonstrate with such a wretch, and plainly told him I would never more ask for his assistance or friendship. On my return home, I found poor Belford greatly overcome by the efforts he had made, whilst I was equally so from the exertions of mind I had undergone. The con-

sequence was, that a strong fever confined us both to our beds, at the mercy of any one who chose to pillage us. We lay ten days in this state; our little girl was our principal nurse, and was very humane and careful."

Lieutenant Lyons now found himself under the absolute necessity of returning home to receive instructions for his further proceedings; for, although money might have been procured at Tripoli, much time must have elapsed before he could have received it; and he had no one whom in his absence he could have left in charge of the goods at Mourzouk, Belford being too sick and helpless either to keep guard over them, or to remain alone in that place. Added to this, 1000*l.* was a sum by no means sufficient to carry him through Africa; as it would be requisite to purchase merchandize totally different from that which had already been provided, and without which he could not have made his way. Belford, from his weak state, could not accompany him far, and to proceed alone would have been actual madness, until the necessary arrangements for his future operations, and regulations as to pecuniary matters, had been fully made and understood. Under all these circumstances, therefore, and to his great regret, he could only resolve on a short journey into the interior, proceeding in the first place to Zucla, the principal town east of Mourzouk, in lat.  $26^{\circ} 11' 48''$  N. and from thence passing the desert to Gatrone and Tegerry, at which latter place (the southern limit of Fezzan) situated in lat.  $24^{\circ} 4'$  he arrived on the 2d of January, 1820. During his progress thither, he was more than once severely attacked with hemma, and suffered much in the spleen and liver. On the 8th of March, he repassed the northern boundary of the kingdom of Fezzan, and on the 21st, reached the ruins of Leptis Magna, the exploration of which ancient city had been successfully undertaken by Captain William Henry Smyth, R. N., in the year 1816.

Shortly after Mr. Lyon's return to Tripoli, a dangerous fever broke out and made great ravages, many of the inhabitants dying daily in the town and suburbs. He remained there until the 19th of May, then sailed for Leghorn (where he

performed quarantine), and passing overland, arrived at London, July 29th, 1820. In travelling through France he was so severely attacked by ophthalmia, as to be nearly deprived of sight; but on his arrival in England he soon recovered. At this latter period, poor Belford continued still deaf and much emaciated, and with but little prospect of his ever regaining health or strength.

In Dec. following, our enterprising traveller was named by Captain Smyth, as a person properly qualified to assist him in completing the investigation of the coast between Tripoli and Egypt. In a letter to Viscount Melville, on the subject of African explorations, that scientific officer says:—"From my long acquaintance with him, I make no hesitation in recommending Lieutenant Lyon as singularly eligible for such a mission, from his natural ardour, his attainments, his professional habits, and, above all, his very complete assumption of the Moorish character." Instead, however, of being sent back to Tripoli, he was very soon afterwards promoted to the command of the *Hecla* bomb-vessel, then fitting out at Deptford, for the purpose of exploring Repulse Bay, &c. in company with, and under the orders of, Captain Parry. An outline of this voyage, during which Captain Lyon "uniformly displayed the most laudable zeal and strenuous exertions," has been given at pp. 353—361 of Suppl. Part IV. His "Private Journal" was subsequently published, and might be aptly termed the "Sayings and Doings of the Esquimaux."

Captain Lyon obtained post rank Nov 13, 1823; and was appointed to the *Griper* bark, fitting out for another voyage of discovery in the icy regions, Jan. 10, 1824. A few days afterwards, the freedom of Chichester was presented to him, in the presence of the Duke of Richmond, High Steward of that city, on which occasion the whole corporation attended in their robes, and William Charles Newland, Esq., the mayor, addressed him in a neat and appropriate speech, of which the following is the substance:—

"He was," Mr. Newland said, "extremely happy to meet him, and to congratulate him on again visiting his native city, after the perils he had



escaped, as well during his travels in Africa, as in the late expedition under Captain Parry. With respect to the former, he knew not which most to admire—the zeal and perseverance with which, under circumstances the most discouraging that could well be imagined, he had prosecuted the enterprise; or the natural and unaffected manner in which he had recorded it. Notwithstanding the death of his companion, the treachery of the natives, and the failure of his resources, he had penetrated further into that unhealthy and inhospitable country, than any Englishman who had ever come back to give an account of his travels. As to the expedition from which he was lately returned, if the attempt to discover a north-west passage had hitherto failed, he was well assured that the failure was not owing to a want of activity and exertion, but that all had been done by him and his companions which it was possible to accomplish. He was happy to find that the Lords of the Admiralty had duly appreciated his services on that occasion, and had been pleased to reward them by raising him to the rank of Post-Captain. The corporation of Chichester were also desirous to testify their opinion of his intrepid and distinguished conduct, and therefore begged to present him with the freedom of their city. The box which contained it, and in which their sentiments were engraven, would probably accompany him on the next expedition, and sometimes remind him of the occurrences of that day, and of his friends then present, who, he assured him, would always feel a lively interest in his welfare, and whose best wishes for his health and happiness would attend him.”

The box was turned from a piece of oak, which had formed a part of the Hecla. The arms of the city of Chichester, in chased gold, are placed on the centre of the lid, the edge of which is bound by a broad fillet of raised oak leaves and acorns. The box is entirely lined with highly burnished gold, and in the upper part is the following inscription:—

“Presented, January 16th, 1824, by the Mayor, Aldermen, and Citizens of Chichester, to GEORGE FRANCIS LYON, Esq. Captain in the Royal Navy, in testimony of their admiration of the zeal, perseverance, and spirit of enterprise, displayed by him in his Travels in Northern Africa, and in the late Voyage to the Polar Seas, in search of a North-West Passage.”

In the evening of the same day, Captain Lyon, with a large party, among whom were Lord George Lennox, M. P. for the city, and many officers of both services, dined with the mayor and corporation. The Duke of Richmond would also have been present at this banquet, had not ill health prevented him.

The Griper was originally a gun-brig, of only 180 tons burthen. She had been considerably strengthened and raised upon, to enable her to accompany Lieutenant Parry, in the year 1819; and her complement now consisted of 41 persons, including Captain Lyon; Lieutenants Peter Smith Manico and Francis Harding; Mr. Edward Nicholas Kendall, assistant-surveyor; Mr. John Tom, midshipman; Mr. Thomas Evans, purser; Mr. William Leyson, assistant-surgeon, and three warrant officers. She sailed from the Nore on the 16th of June, 1824, for the purpose of making an attempt to connect the western shore of Melville Peninsula with the important discoveries of Captain Franklin; and was accompanied as far as the coast of Labrador by the Snap surveying-vessel, which had been ordered to carry out a spare bower-anchor and part of her stores. When these were all on board, her decks, chains, and launch were completely filled with casks, spars, plank, cordage, &c.; and her draft of water was upwards of 16 feet aft and 15 feet 10 inches forward. "Had I succeeded in reaching Repulse Bay," says her captain, "with less stores than I now carried, certain starvation would have attended us all, if we were detained, as might have happened, a second winter. To give some idea of the weather," in which they were removed from the Snap, "it will be sufficient to say, that during the whole of the time we were at work, the vessels were so entirely hidden from each other, by a dense fog, that the boats were directed to and fro, amongst loose ice, by the sound of bells, which we kept ringing."

"On the morning of the 5th of August, the weather broke, although the wind continued to blow strong from the S. W. We obtained sights, and before noon made Cape Resolution. Early on the 6th, we again saw the land: this day was decidedly the first fine one we had enjoyed since leaving England. The whole of the 7th was equally delightful. The ship having but little way, our boats made several trips to the floe-ice for water, and we were enabled, for the first time since leaving Orkney, to allow the people sufficient to wash their clothes, as we were unable to stow more than six tons for our passage across the Atlantic.

"We had an excellent run all night, although the weather was rainy and very thick; and by 4 A. M., on the 8th, were abreast of Saddle-Back

and the Middle Savage Islands, which are numerous, and several have long shoals running from them. I had set the islands and gone to bed at day-light, leaving the ship five miles from the land, and running about as many knots through the water; but was suddenly aroused by her receiving a slight blow, immediately followed by a heavy and continued shock, which heeled her so much that I imagined she was turning over. Running on deck, I found she must have struck on a rock, or piece of grounded ice, but she had forced her way over it; and on immediately sounding, had no bottom with 25 fathoms.

“Rain and fog continued until the forenoon of the 10th, when a breeze which sprung up from the N. W., directly against us, cleared the sky sufficiently to shew the Upper Savage Island; on which we had landed last voyage, bearing N. b. W., with the North Bluff N. W. b. N., distant 10 and 15 miles. Having found a heavier piece of ice than that to which we were fast, we warped to it, and our people were enabled to wash their clothes in its numerous pools, and amuse themselves on it for the day. In driving with the N. W. wind, we experienced considerable anxiety by being repeatedly swept past bergs, and frequently almost upon them. These dangerous bodies were extremely numerous here, and indeed, with the exception of the entrance of the strait, we had seen more ice than during our outward passage on the last voyage.

“We hung on until afternoon on the 11th, being unwilling to quit our floe, which was the largest yet seen, and on which, as the weather was tolerably fine, we were enabled to stretch lines for the purpose of drying cloathes, &c. which was now very requisite, as from the continual wet weather we had experienced, the ship and every thing within her had become very damp. We also sent our ponies\*, ducks, geese, and fowls, on the ice, which in the forenoon presented a most novel appearance; the officers shooting looms as they flew past, and the men amusing themselves with leap-frog and other games, while the ship lay moored with her sails loose, in readiness to quit our floating farm-yard by the earliest opportunity. A fresh N. W. wind set in at night-fall, and we again hung to the largest piece of floe-ice we could find. At day-light on the 12th, we had driven considerably. Standing alongside in the forenoon, and lamenting to one of the officers the want of amusing incident, we suddenly saw an Esquimaux close at hand, and paddling very quietly towards us. He required but little encouragement to land, and having hauled his boat up on the ice, immediately began to barter the little fortune he carried in his kayak. In half an hour, our visitors amounted to about 60 persons, in eight kayaks, or mens', and three oomiaks, or womens' boats, which latter had stood out to us under one lug sail composed of the transparent intestines of the walrus. Our

---

\* Two had been procured by Lieutenant Manico, at Kirkwall.



trading had continued some time before we discovered four small puppies, and they were, of course, immediately purchased, as an incipient team for future operations. As a lane of water was seen in shore at noon, we were under the necessity of bidding our visitors adieu; my last purchase at parting was the ingeniously-constructed sail of a woman's boat, which was gladly bartered for a knife. This was nine feet five inches at the head, by only six feet at the foot, and having a dip of thirteen feet. The gut of which it was composed was in four-inch breadths, neatly sewed with thread of the same material, and the whole sail only weighed three pounds three quarters.

“Our progress was now painfully slow. A thick fog distressed us all day on the 13th; but in the evening the sky broke, and the weather calmed. The temperature since morning had been as low as 30°, and the fog froze thickly in the rigging. At night-fall, a light breeze sprung up from the southward, and for the first time in many days the ship lay her course unimpeded by ice. We were off Cape Wolstenholn by the morning of the 20th, and in the afternoon abreast of Digg's Islands, where we found the sea very full of ice. At day-light of the 24th, we found ourselves near a heavy pack of ice, which lay against a yellow shoal beach at about four miles distant. Having stood along the coast with a light air, I landed with Mr. Kendall, for the purpose of obtaining observations. The situation of the point on which we landed, differs so much from the position assigned by Baffin to Sea-Horse Point, that I imagine he did not see this low part of the coast, but the mountainous land to the N. E., which answers more nearly to his latitude. The point we called after Mr. Leyson; and a broad strait of about 30 miles, which runs between this and Cape Pembroke, received the name of Evans's Inlet. The soundings in which the ship had worked at five miles from the shore, varied from 50 to 35 fathoms, muddy bottom. I am thus particular in stating our soundings on this day, as they are the commencement of constant labour at the leads, and also as a proof of the careless manner in which the old charts of the coast of Southampton Island have hitherto been marked; for it is in them laid down as a bold precipitous shore, having from 90 to 130 fathoms off it, while on almost every part which we coasted, our hand-leads were going at from four to ten miles from the beach, which in no one place could be approached within a mile by any ship. On the 27th, the wind failing, we anchored in 20 fathoms. A native was seen coming off to us, and as he approached, we observed that instead of a canoe he was seated on three inflated seal-skins, connected most ingeniously by blown intestines, so that his vessel was extremely buoyant. He was astride upon one skin, while another of a larger size was secured on either side of it, so that he was placed in a kind of hollow. His legs, well furnished with seal-skin boots, were immersed nearly to the knee in water, and he rowed with a very slender soot-stained paddle of whale's bone, which was secured to his float by a thong. From their total want of iron, and



from their extreme poverty, I am led to imagine that these people had never before seen Europeans ; although it is not improbable they may have observed the Hudson's Bay ships pass at a distance in the offing, on some occasions when they may have been driven by bad weather a little out of their annual course. We obtained the latitude  $62^{\circ} 29' 50''$  N. and long., by afternoon sights,  $82^{\circ} 48' 45''$  W.

“ At 4 A. M., on the 28th, with the wind from the northward, and a heavy short sea, apparently caused by a weather tide, we weighed, and continued to run S. W. along the beach, until 11 A. M., when being off a low point, eight miles from our last anchorage, we saw a shoal running about five miles to seaward. Keeping an offing, we rounded this, and then found the land, which was still low, to trend from behind the point, which I take to be ‘ Carey's Swan Nest ’ of Sir Thomas Button. Several store-houses, and two winter-huts, were seen on the beach, but no natives appeared. Having stood in for the shore, a strong tide assisted us until evening, when having run W. S. W. about 20 miles since noon, we anchored, at two miles from the shore, in 13 fathoms.

“ At 4 A. M., on the 29th, the wind being light and contrary, with continued rain, I landed to procure water, abreast of the ship. Near our landing-place were the remains of a large Esquimaux establishment, and at a short distance from the shore was a large mound, which contained a dead person, sewed up in a skin, and apparently long buried. The body was so coiled up (a custom with some of the tribes of Esquimaux) that it might be taken for a pigmy, being only two feet four in length. This may account for the otherwise extraordinary assertion of Luke Fox, that he had found bodies in the islands in the ‘ Welcome,’ which were only four feet long. Near the large grave was another pile of stones, covering the body of a child, which was coiled up in the same manner. A snow buntin had found its way through the loose stones which composed this little tomb, and its now forsaken, neatly built nest, was found placed on the neck of the child.

“ At 9-30, when I left the beach, it was low water. At 11, the tide turned in the offing, and flowed from the eastward. We now observed in-shore of us a long overfall, having deep water within it, and running at a mile from the beach to a low point, 5 or 6 miles W. S. W. of us.

“ Weighing at 1 P. M., we lay along shore until arriving at the above point, to which I gave a wide berth, as a heavy sea was breaking over a long shoal which ran from it, and the wind was freshening from the N. W., whence it soon blew a gale, and brought us under close-reefed topsails. A strong weather tide rose so short and high a sea, that for three hours the ship was unmanageable, and pitched bowsprit under every moment. We now found, that although with our head *off* this truly dangerous shore, we were nearing it rapidly, and driving bodily down on the shoal. I therefore kept away a couple of points, a plan we now constantly followed, as it was the only method of keeping head-way on the ship in even a moderate sea ;

and it was more to our advantage than making 8 points lee-way. By so doing we made a little S. W. offing, but were so uneasy, that I expected the masts to go every moment, and all hands were kept on deck in readiness. The tiller broke twice adrift, and two men were bruised. On the 30th, our noon latitude,  $62^{\circ} 14' 38''$ , and long.  $84^{\circ} 29' 54''$ , placed us exactly on Southampton Island, and two degrees eastward of Cape Southampton, as laid down in the charts.

“With a light wind, but heavy sea from the S. W., we made a N. W. b. N. course, over the place assigned to Southampton Island, with regular soundings, between 70 and 50 fathoms. At midnight, the wind came fresh from the westward with rain; and as I feared running over a spot where land is laid down as having been discovered, I lay-to until day-break of the 31st. The wind fell in the morning, and before noon a calm with thick fog set in. A light breeze after noon enabled us to keep N. W., as nearly as I could judge, and in the evening we made very low land, distant about 10 miles, its northern extreme bearing N.  $23^{\circ} 43' E.$ ”

The situation of the Griper now became truly critical.

“We found ourselves setting, as if with a current, towards the northern point, and were confirmed in this conjecture by evening sights, giving 12 miles easting since noon, although we had steered N. W. (true). Throughout the night we steered north-west by the polar-star, and ran under easy sail. Our soundings at 10 P. M. were 30 fathoms, between which and 28 they varied continually until 2-30 A. M., on the 1st of September, when we shoaled to 19. Fearing danger, I turned the hands up; but having shortly deepened to 27 and 25 fathoms, again sent them below. At 6 A. M., having quickly shoaled to 19, running N. N. W. from midnight, I shortened sail, but came to 17 at dawn, when we discovered land bearing N. N. W. and apparently not continuous to the right; but a thick fog which hung over the horizon limited our view. As our run had been about 50 miles N. N. W., and as I expected to find the American shore east of its position in the charts, I conceived that this would be Cape Fullerton of Middleton, and therefore kept it on our larboard hand, intending to pass it at 5 or 6 miles, which was its distance at this time. We soon, however, came to 15 fathoms, and I kept right away, but had then only 10; when being unable to see far around us, and observing from the whiteness of the water that we were on a bank, I rounded-to at 7 A. M., and tried to bring up with the starboard anchor and 70 fathoms of chain; but the stiff breeze and heavy sea caused this to part in half an hour, and we again made sail, to the north-eastward; but finding we came suddenly to 7 fathoms, and that the ship could not possibly work out again, as she would not face the sea or keep steerage way on her, I most reluctantly brought her up with three bowers and a stream in succession, yet not before we had shoaled to five and a half. This was between 8 and 9 A. M., the ship pitching bows

under, and a tremendous sea running. At noon, the best bower-anchor parted, but the others held.

“As there was every reason to fear the falling of the tide, which we knew to be from 12 to 15 feet on this coast, and in that case the total destruction of the ship, I caused the long-boat to be hoisted out, and, with the four smaller ones, to be stored to a certain extent with arms and provisions. The officers drew lots for their respective boats, and the ship's company were stationed to them. The long-boat having been filled full of stores which could not be put below, it became requisite to throw them overboard, as there was no room for them on our very small and crowded deck, over which heavy seas were constantly sweeping. In making these preparations for taking to the boats, it was evident to all, that the long-boat was the only one which had the slightest chance of living under the lee of the ship, should she be wrecked; but every officer and man drew his lot with the greatest composure, although two of our boats would have been swamped the instant they were lowered. Yet such was the noble feeling of those around me, that it was evident that had I ordered the boats in question to be manned, their crews would have entered them without a murmur. In the afternoon, on the weather clearing a little, we discovered a low beach all around astern of us, on which the surf was running to an awful height, and it appeared evident that no human powers could save us. At 3 P. M. the tide had fallen to 22 feet (only six more than we drew), and the ship, having been lifted by a tremendous sea, struck with great violence the whole length of her keel. This we naturally conceived was the forerunner of her total wreck, and we stood in readiness to take the boats, and endeavour to hang under her lee. She continued to strike with sufficient force to have burst any less-fortified vessel, at intervals of a few minutes, whenever an unusually heavy sea passed us. And, as the water was so shallow, these might almost be called breakers rather than waves, for each, in passing, burst with great force over our gangways, and as every sea ‘topped,’ our decks were continually, and frequently deeply, flooded. All hands took a little refreshment, for some had scarcely been below for twenty-four hours, and I had not been in bed for three nights. Although few or none of us had any idea that we should survive the gale, we did not think that our comforts should be entirely neglected, and an order was therefore given to the men to put on their best and warmest clothing, to enable them to support life as long as possible. The officers each secured some useful instrument about them, for the purposes of observation, although it was acknowledged by all that not the slightest hope remained. And now that every thing in our power had been done, I called all hands aft, and to a merciful God offered prayers for our preservation. I thanked every one for their excellent conduct, and cautioned them, as we should, in all probability, soon appear before our Maker, to enter His presence as men resigned to their fate. We then all sat down in groups, and, sheltered from the wash of the sea by whatever we could find, many of us endeavoured to obtain



a little sleep. Never, perhaps, was witnessed a finer scene than on the deck of my little ship, when all hope of life had left us. Noble as the character of the British sailor is always allowed to be in cases of danger, yet I did not believe it to be possible, that amongst forty-one persons, not one repining word should have been uttered. The officers sat about, wherever they could find shelter from the sea, and the men lay down, conversing with each other with the most perfect calmness. Each was at peace with his neighbour and all the world, and I am firmly persuaded that the resignation which was then shown to the will of the Almighty was the means of obtaining his mercy. At about 6 P. M., the rudder, which had already received some very heavy blows, rose, and broke up the after-lockers, and this was the last severe shock the ship received. We found by the well that she made no water, and by dark she struck no more. God was merciful to us, and the tide, almost miraculously, fell no lower. At dark, heavy rain fell, but was borne with patience, for it beat down the gale, and brought with it a light air from the northward. At 9 P. M., the water had deepened to five fathoms. The ship kept off the ground all night, and our exhausted crew obtained some broken rest.

“At 4 A. M., on the 2d, on weighing the best bower, we found it had lost a fluke; and by 8, we had weighed the two other anchors and the stream, which were found uninjured. The land was now more clearly visible, and the highest surf I ever saw was still breaking on it, and on some shoals about half a mile from the shore. Not a single green patch could be seen on the flat shingle beach; and our sense of deliverance was doubly felt from the conviction that if any of us should have lived to reach the shore, the most wretched death by starvation would have been inevitable. In standing out from our anchorage, which, in humble gratitude for our delivery, I named the ‘Bay of God’s Mercy,’ we saw the buoy of the anchor we had lost, in 10 fathoms, and weighed it by the buoy-rope, losing therefore only one bower-anchor. An occasional glimpse of the sun enabled us to determine the situation of our recent anchorage, which was in lat.  $63^{\circ} 35' 48''$ , long.  $86^{\circ} 32'$ . The land all round it was so low, that it was scarcely visible from the deck at five miles’ distance, while the point which I had taken for Cape Fullerton, and which I named after Mr. Kendall, was higher than the coast of Southampton hitherto seen, although still low land. The extreme of the right side of the bay was named after Lieutenant Manico. The land of the Bay of God’s Mercy lies immediately in the centre of the ‘Welcome’, which is, in consequence, considerably and most dangerously narrowed by it. Hence it is evident that, although Southampton Island is laid down with a continuous outline, it has in fact never been seen except at its southern extreme. This but too clearly established fact could not fail to cause me great anxiety, and we were only enabled to run during the daylight, and not even then if the weather proved thick, for our compasses being of no use, we were helpless when the sun was clouded. In addition to



this, we had been convinced by experience that the ship would never work off a lee shore, and our leads were in consequence kept going night and day.

“The nights had now become very long and dark, and the lateness of the season, with our slow progress, gave me great anxiety for the ship, situated as she was in a narrow channel of the most uncertain description, and constantly exposed to the severity of equinoctial gales. I wished to have found some sheltered anchorage in which to water, and at the same time to examine our rudder, which was evidently loosened by the blows it had received; but the whole coast hitherto seen, had neither an inlet, nor a single protected indentation.

“On the 7th, towards noon, the land was seen extending from N. N. W. to north. This we knew must be somewhere near Cape Fullerton, and as but little sea arose, I carried on, even although we dipped the waist hammocks under, to reach a sheltered anchorage before night. The wind blew with such violence as to cover the sea with one continued foam; but we succeeded in nearing the land, and brought up with two bower-anchors and 70 fathoms of chain, in 15 fathoms water, at four miles from the shore, off which the heavy gale blew down to us. Our position by observation, on the 8th, accorded so well with Middleton’s chart, that it was evident we had anchored between Whale Point and Cape Fullerton.

“At 4-30 A. M., on the 9th, we weighed, and ran along the land which trended east-north-east. A few whales were seen in the afternoon, and it is remarkable that this should be the first time of meeting with them, and also that we should not have seen either a narwhal or a bear, although we had passed through so great a quantity of ice in Hudson’s Strait. At 4 P. M., while steering N. E., 5 knots, before a heavy sea, Mr. Harding saw a white space on the water, having all the appearance of a sandy shoal; he instantly kept away, and running on deck, I saw it within half a cable’s length of our quarter, while at the same moment a cast of the lead gave no bottom with 40 fathoms. We wore, and stood off on the starboard tack; and now, having no weather shore to afford us either shelter or anchorage, we found ourselves obliged to continue under sail all night, in this narrow and extremely dangerous channel, to the great anxiety of all hands, and sad fatigue of the men, who were employed unceasingly with deep-sea and hand-leads, at a temperature of 28°; the hands of many were in so very sore a state, that I caused canvass mittens to be made for the use of the watch on deck; but on this, as on all other occasions, their cheerful alacrity and good-humour was above all praise. Throughout the night we worked in the centre of the ‘Welcome,’ guided by our leads, and never having less than 30 or above 50 fathoms. On the 10th, as the weather moderated, we made sail N. W. b N.; but an uneasy sea prevented our keeping head-way. At 3 P. M., some part of Southampton Island, possibly the mountains on its eastern shore, was visible to the N. E., from aloft, and the apparent termination of the American coast

at Cape Dobbs, bore north, distant about 30 miles. On the 11th, at noon, we stood into 33 fathoms, at about 8 miles from Southampton Island; soon after, I brought up with the stream at 5 miles from the beach. The American shore was at this time visible from the mast-head, about 30 miles distant, and extending from N. W. to W. N. W. with a broad apparent opening, probably the entrance of the 'Wager River,' between its extreme points. The night being very fine, I determined on running slowly at 5 or 6 miles' distance from the land, which appeared to trend N. b W., and, to be guided by the regularity of the soundings, which at midnight had increased from 33 to 40 fathoms. Up to this period, we had steered by the moon and polar-star.

"We now gradually began shoaling to 32, 30, 26, and, at 4 A. M., to 22 fathoms; when, fancying we were near some part of Southampton Island, which we had not yet seen, I kept away a couple of points; but, at 4-30, saw steep, rocky, and broken land, with many rugged islets off it, on our larboard bow, to which we must have been swept by some very rapid current or indraft; from its appearance, as it was not continuous to the southward, but trended away westerly, I am led to suppose it to have been Cape Montague, which is said to bound the northern entrance to the 'Wager.' As the breeze freshened at daylight from the N. E., and we were only in 17 fathoms, rocky bottom, I tacked at 5 A. M., and made all the sail we could carry, to work out of the indraft. We got but slowly off; for being so much below her bearings, the ship would not stand up under much sail, and towards noon saw Southampton Island, to the eastward, about 18 miles. I was, for a time, in hopes of getting under its lee; but the wind soon increased to a gale, with cutting showers of sleet, and a sea began to arise. At such a moment as this, we had fresh cause to deplore the extreme dulness of the Griper's sailing; for though almost any other vessel would have worked off this lee shore, we made little or no progress on a wind, but remained actually pitching fore-castle under, with scarcely steerage way. We, however, persevered in our endeavours to make easting under fore-sail and close-reefed main-top-sail; but at 1-30 P. M., with our head N. N. W., we quickly shoaled from 30 to 20 fathoms, and, as we could not see a quarter of a mile round us, in consequence of the heavy snow, I turned the hands up to be in readiness for wearing; but the next cast gave 10, and I therefore luffed-to, and let go both bower-anchors, which brought her up with 70 and 80 fathoms of cable. I then let go the sheet-anchor under foot. From the time of striking low soundings until this was done, the sails furled, and lower-yards and top-masts struck, half an hour had not elapsed. We now perceived that the tide was setting past us from the N. E., at the rate of two knots on the surface; but by its action on the lead-line, and even the deep-sea lead, which it swept from the bottom, it was running at a far more rapid rate beneath. This, in addition to the heavy set of the sea, strained the ship very much, and the bits and windlass complained a great deal; the

hands, therefore, remained on deck, in readiness for any emergencies. To add still further to our anxiety, two or three streams of ice, having some very deep solid pieces amongst them, were seen driving down to us in the evening, and threatened the loss of our bowsprit, which at every pitch dipped quite under water; but it only fell on light pieces, and all the damage we sustained was the loss of the bobstays, and larboard iron bumpkin. The tide appeared to slack at 6 P. M., at which time we had  $13\frac{1}{2}$  fathoms; at midnight it was low water,  $8\frac{1}{2}$  fathoms, shewing a rise and fall of 30 feet.

“Never shall I forget the dreariness of this most anxious night. Our ship pitched at such a rate, that it was not possible to stand even below, while on the deck we were unable to move without holding by ropes which were stretched from side to side. The drift snow fell in such sharp heavy flakes, that we could not look to windward, and it froze on deck to above a foot in depth. The sea made incessant breaches quite fore and aft the ship, and the temporary warmth it gave while it washed over us, was most painfully checked by its almost immediately freezing on our clothes. To these discomforts were added the horrible uncertainty as to whether the cables would hold until day-light, and the conviction also, that, if they failed us, we should instantly be dashed to pieces, the wind blowing directly to the quarter in which we knew the shore must lie. Again, should they continue to hold us, we feared, by the ship’s complaining so much forward, that the bits would be torn up, or that she would settle down at her anchors, overpowered by some of the tremendous seas which burst over her.

“During the whole of this time, streams of heavy ice continued to drive down upon us, any one of which, had it hung for a moment against the cables, would have broken them, and at the same time have allowed the bowsprit to pitch on it and be destroyed. The masts would have followed this, for we were all so exhausted, and the ship was so coated with ice, that nothing could have been done to save them.

“We all lay down at times during the night, for to have remained constantly on deck would have quite overpowered us; I frequently went up, and shall never forget the desolate picture which was always before me.

“The hurricane blew with such violence as to be perfectly deafening; and the heavy wash of the sea made it difficult to reach the mainmast, where the officer of the watch and his people sat shivering, completely cased in frozen snow, under a small tarpaulin, before which ropes were stretched to preserve them in their places. I never beheld a darker night, and its gloom was increased by the rays of a small horn lantern which was suspended from the mizen stay, to show where the people sat.

“At dawn on the 13th, we found that the best-bower cable had parted, and as the gale now blew with terrific violence, from the north, there was little reason to expect that the other anchors would hold long. Although



the ports were knocked out, and a considerable portion of the bulwark cut away, the vessel could scarcely discharge one sea before shipping another, and the decks were frequently flooded to an alarming depth. At 6 A. M., having received two overwhelming seas, both the other cables went at the same moment, and we were left helpless, without anchors, or any means of saving ourselves, should the shore, as we had every reason to expect, be close astern. The ship, in trending to the wind, lay quite down on her broadside, and as it then became evident to all that nothing held her, each man instinctively took his station, while those at the leads, having secured themselves as well as was in their power, repeated their soundings, on which our preservation depended, with as much composure as if we had been entering a friendly port. Here again that Almighty Power which had before so mercifully preserved us, granted us his protection, for it so happened that it was slack-water when we parted, the wind had come round to N. N. W. (*along* the land), and our head fell off to seaward; we set two try-sails, for the ship would bear no more, and even with that lay her lee gunwale in the water. In a quarter of an hour we were in 17 fathoms.

“In the afternoon, having well weighed in my mind all the circumstances of our distressed situation, I turned the hands up and informed them, that ‘having now lost all our bower-anchors, and chains, and being in consequence unable to bring up in any part of the ‘Welcome;’ being exposed to the sets of a tremendous tide-way and constant heavy gales, one of which was now rapidly sweeping us back to the southward, and being yet about 80 miles from Repulse Bay, with the shores leading to which we were unacquainted; our compasses useless, and it being impossible to continue under sail, with any degree of safety, in these dark 12-hour nights, with the too often experienced certainty that the ship could not beat off a lee-shore, even in moderate weather, I had determined to clear the narrows of the ‘Welcome,’ after which I should decide on some plan for our future operations.’

“Anxious to do what was best for the service, and considering that the Company’s ships were frequently as late as this period in leaving the factories, I decided on endeavouring to reach Hudson’s Strait, and proceeding to England, well knowing that although our risk in again passing Southampton Island would be very great, yet it was no worse than searching for winter-quarters; and Mansel Island being once passed, we should be in comparative safety. In order, however, to satisfy myself still further in this measure, I addressed a letter to my officers, requesting their respective opinions on our situation, without stating my own; and their individual answers advised, ‘that in consequence of our loss of anchors, &c. we should return to England without delay.’

“Thus were all our present hopes of discovery and reputation completely overthrown; our past difficulties of no avail; and our only consolation was, that to the latest moment every exertion had been made for the



performance of the service on which we were sent. Individually, I felt most painfully the situation in which I was placed, in a ship but ill adapted, in her present over-loaded state, to navigate in these or any other seas; and my sole support was in the hope that the strictest investigation might be made into the conduct of myself and those under my command, and that the Lords of the Admiralty would again furnish me forth, and allow me an opportunity of shewing, that the failure of this expedition was not to be attributed to any want of zeal on my part, or of support from my valuable officers and men."

On the 17th of September, an island was discovered to the S. W. of Point Manico, and named after Mr. Tom, in whose watch it was first seen. Captain Lyon says:—

"As our track from Cape Southampton to the Bay of God's Mercy, on the 31st August, lay 30 miles to the eastward of our present position, we must have been actually passing within it at the time when our soundings decreased to 19 fathoms; and it was most fortunate, that on then shoaling the water, we had not kept away to the westward, which must in that case have ran us directly upon it.

Sept. 20th.—"I was now much concerned to observe, that in each succeeding gale, the ship's decks became more leaky, and that the shocks she had received in the Bay of God's Mercy, with the severe strains experienced whilst at anchor on the 12th and 13th, had loosened her upper works very considerably. The heavy seas which we shipped continually all this day and night, kept our lower-deck and cabins constantly flooded, for the opening of the seams allowed of the water finding its way to the cork-lining, from whence it dropped for many hours after we had ceased to take the seas over all. The lower-deck had not now been dry for three weeks, and was in a most unwholesome state; but we were quite unable to remedy this, for the hatches were of necessity always battened down, and when that was the case the galley-fire would not draw. Sylvester's stove might, indeed, have been of some use, but we could not try its effect as the square of the main-hatchway, the space in front of the stove, and even its warm air-chamber, were still crowded with small stores, which we had not room to stow elsewhere. On the morning of the 22d, I was much concerned at having some rheumatic cases reported to me, and at learning that the officers' cabins absolutely leaked in streams."

On the 23d, the Griper sounded in 49 fathoms, on the tail of that extensive shoal running out from Carey's Swan's Nest\*. On the 25th, the boats brought on board, from a stream of ice lying off Nottingham and Salisbury Islands,

---

\* See p. 113.

sufficient blocks to thaw into three tons of water; and the ship was visited by a number of Esquimaux, in thirteen excellent canoes, with well-finished iron-headed weapons and good clothing. Captain Lyon now ascertained, that the Nottingham Island of Captain Parry is incorrectly laid down, as it lies to the southward of Salisbury, instead of being situated between that and Southampton Island. "I have no doubt," says he, "that the small portion of land which we mistook for Nottingham in the last voyage, is in fact one of Baffin's 'Mill Islands', the position of which has hitherto been so imperfectly known. Our cross bearings gave the southern coast of Salisbury, so as to correspond most exactly with the northern part as laid down by Captain Parry, and the form and size of this island is therefore determined with the greatest certainty. We also at this time completed the bearings from Cape Wolstenholm; and the strait between it and the two islands is about 35 miles in breadth."

On the evening of Oct. 2d, the crazy bark made and passed the northernmost of the bold precipitous group of Button's Islands; the night was fine, and she ran into the Atlantic with a fair and moderate breeze.

"Never," continues her commander, "have I ever witnessed a happier set of countenances than were on our deck this night. To have regained once more an open ocean, in a ship in which we had so often been in danger, was of itself sufficient to rejoice at; but when we reflected, that in two particular instances we had been left without the slightest probability of again seeing our country; that, when all hope had left us, we had been mercifully preserved; and that now, without the power of beating off a lee-shore, or an anchor to save us, we had run through 900 miles of a dangerous navigation, and arrived in safety at the ocean, I may say that our sensations were indescribable. For the first time since the 28th August, a period of five weeks, I enjoyed a night of uninterrupted repose. The 3d Oct. was a lovely day, and we most fortunately met with a piece of ice, from which a supply of blocks, sufficient to fill all our tanks, was obtained. Had it not been for this, we should inevitably have suffered serious distress on our homeward passage."

Captain Lyon and his companions were, however, fated to meet with still further inconveniences, and to experience another convincing proof, that the order of the seasons and winds had been strangely changed during the autumn of

1824. On the evening of the 4th of October, a heavy gale commenced from the southward, and a long Atlantic swell quickly arose: there was not the slightest abatement of the storm for twelve days, and the horizon was always obscured, so that they remained in ignorance as to whether any pack or berg was lying to leeward of them, and their suspense, day and night, was very painful; for to see ice in such weather, was only a prelude to being wrecked upon it. On two of these days, the Griper shipped repeated and heavy seas; as often over the taffrail as the bow.

On the morning of the 12th, Captain Lyon spoke the Phoenix whaler, of Whitby; and on the 19th, the master of the Achilles, of Dundee, informed him that that ship had likewise been exposed, for nearly a month past, to a continuance of the worst weather that he had ever seen during thirty-four years' service in these seas. A heavy E. N. E. gale blew all the 23d; but on the 26th, the wind became fair, and the Griper made great progress. On the 30th, her fore-top-mast, already badly sprung, went in two places; the head of the foremast had been found much twisted about seven weeks before, and there was every reason to believe that the bowsprit was likewise seriously injured. On the afternoon of the 7th of Nov., soundings were struck in 70 fathoms; and next day, at 3 P. M., the coast of Cornwall was seen; on the 10th, at 10 A. M., the ship passed the Needles; and, considering her distressed state, Captain Lyon determined on running at once into Portsmouth harbour, where she was paid off on the 13th of the following month. Captain Lyon soon afterwards published a narrative of his voyage, with a reduced chart of his route, and an appendix, containing magnetic and botanical observations.

We next find this officer receiving the honorary degree of D. C. L. at Oxford, in June, 1825; soon after which he married Lucy, youngest daughter of the late Lord Edward Fitzgerald, and grand-daughter of James, first Duke of Leinster. He subsequently went to Mexico, as one of the Commissioners of the Real-Del-Monte Mining Company. Returning home, *via* New York, in the Panthea packet, bound



to Liverpool, he was wrecked at Holyhead, in the same gale that nearly proved fatal to the Nimrod sloop of war, Jan. 14, 1827 \*, and lost every thing belonging to him, including his journal, plans of the mines, &c. But his misfortunes did not end here : a few hours after he got on shore, he received the distressing intelligence of the death of his wife, which had taken place about four months before. He is now, we believe, at Brazil, engaged in another mining speculation.

*Agent.*—John Chippendale, Esq.

---

### JAMES COUCH, Esq.

WAS made a lieutenant on the 6th of Sept., 1800; presented with the Turkish gold medal, for his services on the coast of Egypt, at the conclusion of the French revolutionary war; appointed first of the Acasta frigate, Captain Alexander R. Kerr, Feb. 17th, 1813; and of the Impregnable 104, bearing the flag of Sir John T. Duckworth, in Hamoaze, Oct. 22d, 1816; advanced to the rank of Commander, Sept. 7th, 1817; appointed to the Perseus receiving ship for volunteers, stationed off the Tower, July 2d, 1821; and posted, Jan. 24th, 1824. He continued to command the Perseus until she was paid off, Jan. 10th, 1831; *a period of nine years and a half* †.

---

\* See Commander SAMUEL SPARSHOTT.

† One of the first acts of the present naval administration, was to break up the establishment over which Captain Couch had so long presided.



## WILLIAM HENRY SMYTH, Esq.

*Knight of the Royal Sicilian Order of St. Ferdinand and of Merit; Fellow of the Royal, the Antiquarian, the Astronomical, and the Geographical Societies of London; Member of the Society for the Statistics and Natural History of Tuscany; and of the Academy of Sciences of Palermo.*

THIS gallant and scientific officer is the only son of the late Joseph Brewer Palmer Smyth, of New Jersey, in North America, Esq. by Georgina Caroline, grand-daughter of the Reverend M. Pilkington. By the paternal line he is a descendant of the celebrated Captain John Smith, whose intrepidity and attainments were instrumental in the colonization of Virginia; and the armorial bearings so nobly won by him, are still worn by the family.

During the American revolution, Mr. J. B. Smyth took up arms as a loyalist, and was with General Burgoyne at the battles which preceded the unfortunate catastrophe at Saratoga. The peace which established the independence of the colonies, depriving him of very considerable landed property, he returned to America, by permission, to substantiate his claims on the British Government,—but suddenly died. The Lords of the Treasury, however, assigned a small annuity for the support of Mrs. Smyth and her two children; and this is the only remuneration they have obtained for the wreck of a large fortune.

The subject of this memoir was born at Westminster, Jan. 21st, 1788; and was intended by his relations for a civil employment; but having early evinced that ardent predilection for nautical life which characterizes English youth, he embarked on board a West Indiaman, during the short peace that followed the treaty of Amiens. The ship in which he thus commenced his career as a sailor was commanded by Mr. John King, an intelligent Master in the royal navy, to whose careful tuition he is indebted for the rudiments of seamanship and navigation. Happening to be at Tobago, when the arrival of a British squadron, under Commodore (afterwards Sir Samuel) Hood, announced the renewal of hostilities, Mr. Smyth's anxiety to enter the King's service received addi-

tional stimulus from witnessing the attack of the Courland battery, and other operations terminating in the conquest of that island. On his return to England, in the autumn of 1803, he experienced a most destructive hurricane; and, after weathering that, had a very narrow escape in the chops of the Channel; for the ship being run foul of by one much larger, he was forced overboard, and in the consequent confusion had nearly been abandoned to his fate.

Being now decidedly bent upon maritime adventure, and his friends averse to his entering the navy, Mr. Smyth next went to the East Indies, with the intention of serving in that country as a free mariner; but he had not been there any great length of time, before the Honorable Company's cruiser *Cornwallis*, in which he had just returned from an expedition against the Mahé Islands, was purchased by Government, commissioned as a frigate, and placed under the command of Captain Charles James Johnston; with whom Mr. Smyth continued to serve, in that ship and the *Powerful 74*, from the commencement of 1805, until the latter was paid off, in Oct. 1809.

The severe typhoons encountered by the *Cornwallis*, in the China seas, in 1805;—her engaging the *Sémillante* French frigate, in St. Paul's bay, Isle Bourbon; and other services off the Mauritius, in 1806;—her novel and interesting cruise, her narrow escape from destruction by fire, with her captures and discoveries in the Pacific Ocean, in 1807; together with the *Powerful's* perilous situation while cruising off the Cape of Good Hope, in search of some French frigates; and the utter unfitness of the latter ship for rough service, have been already noticed in our memoir of Captain Johnston. We have also therein stated, that notwithstanding the *Powerful's* deplorably crazy state, she was, on her return home, immediately attached to the grand armament destined against Antwerp, and kept in commission until the period above mentioned.

Mr. Smyth then joined the *Milford 74*, Captain (now Sir Henry W.) Bayntun, under whom he served on the French coast, until that officer was superseded, Aug. 3d, 1810, in consequence of his ship having been selected to bear the flag of Sir Richard Goodwin Keats, K. B. Previous to this, we

find Mr. Smyth bearing a part in several attacks upon the enemy's coasting trade near Rochefort; and as he was subsequently engaged in a series of important operations, which were productive of great advantage to the cause of Spain, we shall here give an outline of the occurrences on the coast of Andalusia, from the period of his Admiral's arrival in Cadiz bay, until the Milford's departure from thence, in July, 1811.

Sir Richard G. Keats sailed from Spithead, with his flag on board the Implacable 74, Captain George Cockburn; and arrived at Cadiz in that ship, July 17th, 1810. At this period, the French army under Marshal Victor occupied the strong posts of San-Lucar, Rota, Santa-Maria, El Trocadero, Puerto-Real, Medina-Sidonia, and Chiclana; they had completed the blockade of the island of Leon, by land; and were busily employed in improving the defences of Fort Santa-Catalina and the batteries of El Trocadero, and in constructing additional works along the whole line of coast, from the Guadalquivir river to the sea-beach opposite Punta-de-Sancti-Petri. A considerable flotilla was preparing at San-Lucar; and the seamen originally trained to gun-boat service at Boulogne, and who had been employed on the Danube, in 1809, had already arrived to assist in the reduction of Cadiz. Eleven or twelve British and Spanish line-of-battle ships were lying as near to the city as the depth of water would admit; and at least 300 merchant vessels, of different nations, were crowded together between them and the shore. The enemy's batteries in the neighbourhood of Matagorda were daily exchanging shot and shells with Fort Puntales; and the colours of Joseph Buonaparte were displayed in every direction on the *terra firma*. The obstacles to be overcome by Marshal Victor before he could approach Cadiz from the eastward, were, however, of an appalling nature, for the description of which we are principally indebted to Lieutenant-Colonel George Landmann, of the Royal Engineers, author of "Historical, Military, and Picturesque Observations on Portugal, illustrated by seventy-five coloured plates, including authentic plans of the sieges and battles in the Peninsula, during the late war \*."

---

\* Published by Cadell and Davies, London, 1818.

The island of Leon has the inner and outer harbours of Cadiz on the north ; the Atlantic Ocean on the south and west ; and the Rio-de-Sancti-Petri on the east. The city and fortifications of Cadiz occupy the whole of a small peninsula, which is connected with the island by a narrow sandy isthmus, about four miles and a half in length, and forms its north-western extremity.

El Rio-de-Sancti-Petri is a channel of deep water, varying from 200 to 300 yards in breadth, with a strong tide running through it, and no where fordable at any time of the tide : it extends from the royal naval arsenal, in the inner harbour, to the ocean, and was defended by a number of batteries on both banks as well as by some works on a small island near its southern outlet. It has but one bridge across it (El Puente-de-Suazo), the approach to which from Puerto-Real, Medina-Sidonia, Chiclana, &c. is defended by a *tête-de-pont*, consisting of two detached stone bastions, each mounting five Spanish 26-pounders in each face, and three in each flank ; and at some distance retired from the line of a curtain, and rather nearer to the bastion on the right, is a stone redoubt, nearly square in plan, and mounting twenty-two heavy brass cannon, ten of which enfilade the high road that passes through its centre ; four pointed towards the bridge and rear, and four towards each flank : numerous wet ditches, some of which were palisaded, and the great extent of swampy ground in front, mostly cut into salt-pans or pits, render the approach to these works very difficult. On the right and rear, close to the Rio-de-Sancti-Petri, is another work of masonry, having two faces and one flank, and capable of mounting nine cannon : this, as well as all the other works of the *tête-de-pont*, have their artillery in embrasures ; and the two detached bastions, as also the last mentioned, are open at the gorge, and seen into from the redoubt standing in the centre. The bridge could only have been gained by storming these works in succession.

El Puente-de-Suazo is a plain stone structure, sufficiently wide to admit carriages to pass each other ; it formerly consisted of three arches, but, on the approach of the French armies towards the south of Spain, in the year 1809, the



centre-arch was demolished, and a draw-bridge constructed in its place: the south parapet-wall was pierced with seventeen embrasures for heavy guns to enfilade the Rio-de-Sancti-Petri to the right.

Close to the western end of the Puente-de-Suazos is the commencement of the town called La-Isla, between which and the isthmus there were two strong redoubts, both on the high road, and very judiciously situated. There were likewise some exceedingly well executed field-works, erected chiefly by the British, on the heights to the southward of La-Isla, and these might have been found useful, had the enemy made any serious attack. About two miles and a quarter beyond the westernmost of the above mentioned redoubts, and at nearly the same distance from the land front of the Cadiz fortifications, a new work called the Castillo-de-San-Fernando extends across the isthmus, from the inner harbour to the sea. The exterior side of its principal front measures 260 yards, and is composed of two small demi-bastions, a curtain, a wide dry-ditch, a covert-way with a place of arms in the centre, and an extensive glacis. The height of the walls measures, exclusive of the parapets, generally about twenty-two feet; the parapets of the front, across the high road, are twenty feet thick; and twenty-one heavy guns, in the curtain, enfilade the line of approach from La-Isla, which narrow causeway was at the same time flanked by a Spanish flotilla of gun and mortar-boats, under the command of Admiral Valdez, a patriotic officer, who had fought with great bravery at Trafalgar, but who is now an exile from his ungrateful country, and a resident of the British metropolis. The regular troops collected in the island of Leon, consisted of 4000 British and Germans, under Lieutenant-General Graham (now Lord Lynedoch); 16,500 Spaniards; and the 20th Portuguese regiment, about 1,400 strong.

As it became necessary to thin the over-crowded anchorage, and to remove, beyond the reach of danger, such of the Spanish men-of-war as were either inefficient, or not required for the defence of the place, Sir Richard Keats caused several

of them to be equipped in the best manner that circumstances would permit, and conducted to Minorca and Cuba. Two first rates were conducted to the latter island by Captain Cockburn.

Expeditions were also formed to act on different parts of the Andalusian coast, one of which effected a landing about four leagues to the southward of the Huebla river, and made an impetuous attack upon a strong corps of cavalry posted at the town of Moguer. The enemy, not being prepared for such a visit, soon fled from the town, but rallied in the neighbourhood, and attempted to regain their ground. Worsteds, however, in every attempt, they ultimately retreated towards Seville; and the allied force returned to Cadiz with some prisoners, and a number of volunteers for the army. Respecting this service, Sir R. G. Keats, on the 30th of August, 1810, wrote to the Admiralty as follows :

“I have received, through his Majesty’s minister at this place, the copy of a letter from his Excellency M. de Bardaxi, secretary of state for foreign affairs, strongly expressive of the sentiments of satisfaction and gratitude felt by the Council of Regency at the able and distinguished co-operation afforded General Lacey by Captain Cockburn, the officers, and seamen under his command; and it becomes my duty to mark, in the strongest manner, how sensibly I feel the public service has been benefited by Captain Cockburn’s able, cheerful, and zealous conduct.”

About this period, a company of shipwrights arrived at Cadiz from England; and Sir R. G. Keats lost no time in forming a flotilla to annoy the enemy’s working parties, and to act against the naval force then preparing at San-Lucar. A small building yard was soon established, and ten gun-boats were speedily constructed; nine others were brought from Gibraltar; and, at length, thirty vessels of this description were equipped and manned by the British squadron. This flotilla was most ably and gallantly commanded, for many months, by Captains Robert Hall and Thomas Fellowes; and, after their promotion to post rank, by Captains Frederick Jennings Thomas, and William Fairbrother Carroll. Every day, when the state of the weather permitted, these gun-boats were actively employed alongshore, and, together

with the *Ætna*, *Devastation*, *Hound*, and *Thunder* bombs, they very much retarded the progress of the enemy's works.

The *Milford* arrived at Cadiz, Sept. 2d, 1810; and two days afterwards, Mr. Smyth was appointed to the command of a large Spanish gun-boat, the *Mors-aut-Gloria*, mounting one long brass 36-pounder and a 6-inch howitzer, with a British crew of 35 men; in which vessel he continued until the beginning of March, 1811, bearing a part in almost every service performed by the flotilla during that arduous period. In justice to the other gentlemen of the squadron, who held similar commands at the same time, and whose universally admired conduct gained them the appellation of "fire-eaters," we subjoin as perfect a list as it is in our power to give, viz.

The present Captains George Rose Sartorius, and James Rattray; Commanders William Style, Frederick William Rooke, Smith Cobb, William Hall, George Woods Sarmon, John Leigh Beckford, and Daniel James Woodriff; and Lieutenants Charles Okes, Robert Roper Marley, Harry Wilson, William Hollamby Hull, Charles Basden, John Matson, George Sandford, Robert Purkis, and Thomas Irvine; the late Captain David Ewen Bartholomew, Commander Edward Wrottesley\*, and Lieutenant Richard Tregent.

On the 12th of Sept. 1810, the French opened a heavy fire from all their batteries near Matagorda, and were immediately answered by Fort Puntales and the British flotilla; during this cannonade, two of Mr. Smyth's men were badly burnt. On the 15th, the gun and mortar-boats again engaged the enemy's works on the east side of the bay; and on the 17th, the bombs were in action with Santa-Catalina, which fortress, according to an official report drawn up by Captain (now Lieutenant-Colonel) Landmann, was capable of firing 24 guns upon the harbour of Cadiz, and nine in other directions: it had also four heavy mortars mounted in Sept. 1810.

On the 19th, the *Mors-aut-Gloria* and two of the Spanish

---

\* Son of Sir John Wrottesley, Bart. He obtained the rank of Commander, Jan. 7th, 1812; and died at Newfoundland, in command of the *Sabine* sloop, July 28th, 1814.



flotilla silenced a small battery in the Bay of Bulls; and next day, the enemy excited great astonishment by throwing red-hot shot as far as the British squadron; a distance from Santa-Catalina, incredible as it may appear, of at least three miles: this was, probably, effected by reversing the gun on the carriage, and thereby giving it an extraordinary elevation. During the night, the atmosphere was singularly lighted by the fuses of crossing shells, from Puntales to the opposite shore.

While the French were employed in fortifying their numerous posts, the Spaniards were receiving considerable remittances from South America; and the British indefatigable in procuring ample supplies of provisions for the garrison of Cadiz, and in keeping up a constant communication with the south of Portugal, Tariffa, Gibraltar, and Tangier. On the 24th of Sept., the San-Pedro-d'Alcantara, 64, arrived from Lima, with a valuable cargo, and specie to the amount of several millions of dollars. The Cortes being then, for the first time, assembled, this coincidence was naturally hailed by the patriots as a most auspicious omen.

Previous to the meeting of the Cortes, the political and military government of Cadiz and its suburbs had been entrusted to a Junta, composed chiefly, if not wholly, of merchants; and it was presumed by the feeble Regency of Spain, that they would not fail to adopt the most proper measures for the public security: they, however, proved themselves to be far otherwise than disinterested servants of their country. From the very commencement of their authority, they strove by all means to acquire the exclusive management of the public revenue; employed the national funds in commerce; and appropriated the profits thereof to their own use. One of their first acts was to obtain the removal of the high-spirited Alburquerque from the command of the army in La-Isla-de-Leon, and, had they retained their power, it is probable that Napoleon Buonaparte would have obtained possession of this most important point in the kingdom. Fortunately, however, the Provisional Regency was dissolved by the Cortes; and the authority of the Junta transferred to an Executive Council, consisting of three



members—Blake, Cismar, and Agar;—the former of whom landed at Cadiz from the *Druid* frigate, Captain Thomas Searle, and assumed the chief military command in the island; Sept. 27th, 1810.

On the following day a pestilential fever broke out, and the communication between the British squadron and the shore was necessarily suspended. On the 30th of the same month, a fascine battery in advance of the French lines, near Chiclana, was attacked by a body of Spaniards, who completely surprised the enemy, spiked their guns, and gave no quarter.

On the 2d of October, a night attack by the bombs, gun-vessels, armed launches, and rocket-boats, produced a sensible effect on Fort Santa-Catalina, which was set on fire in two or three places; and, next morning, it was observed that the walls thereof had suffered greatly from the bombardment, and a subsequent explosion. This service was ably conducted by Captain James Sanders, of the *Atlas* 74. On the 3d, the *Mors-aut-Gloria* was twice struck by shot, but sustained little damage. On the 5th, she joined in an attack on Forts Napoleon and Luis; the former a strong earth battery near Matagorda, mounting sixteen heavy guns and four mortars; the latter occupying a small muddy point of the Trocadero island, and mounting fourteen guns, two mortars, and two howitzers, on the side next to Puntales, and about the same number of cannon to fire on the inner harbour. In the night of the 18th, Captain Fellowes made a spirited attack on a French privateer under the fortifications at Rota. On the 28th, the *Camperdown* gun-vessel, commanded by Lieutenant Style, struck on Los Corrales, a reef of rocks between Cadiz and Puntales, when a midshipman and fourteen of her crew miserably perished.

Early on the morning of the first of November, a French gun-vessel from San-Lucar was observed lying aground at the entrance of the Rio-Guadalete, where she was boarded and destroyed by the boats employed in rowing guard, under Captain John Sprat Rainier, of the *Norge* 74. Seven more of the Guadalquivir flotilla were at the same time attacked by the British gun-boats; but having got within the bar

before they were discovered, and being there protected by Fort Concepcion, several redoubts, and a corps of horse-artillery on the beach, they could not be prevented from reaching Puerto-Santa-Maria. In this affair, the *Mors-aut-Gloria* bore a very conspicuous part, and Mr. Smyth did not quit the point of attack until the falling tide had nearly left his vessel on the bar.

At 3 P. M., the wind then blowing strong from the westward, with thick hazy weather, the remainder of the *San-Lucar* gun-vessels, which in the morning had taken shelter at Rota, were discovered running alongshore, and instantly pursued. Unfortunately, however, they were already so far advanced that it became a stern chase: and from the short distance they had now to run, not one of them could be taken. In attempting to turn the headmost vessel, Lieutenant Leeke, of the *Milford*, was killed; and in the running fight that ensued, Lieutenant Hall, commanding the *Bouncer* gun-boat, appears to have been badly wounded. The heavy metal of their opponents, it is said, especially that of the *Mors-aut-Gloria*, effectually sickened the French sailors of their new sphere of action; but we are likewise informed that the arrival of such a naval force at Puerto-Santa-Maria did not fail to occasion a great sensation in the city of Cadiz; the inhabitants of which were apprehensive that a descent would soon be effected near Puntales; although its defences had been much improved, and the western part of the isthmus considerably strengthened with additional field-works.

In the night of Nov. 14th, the French flotilla attempted to elude the vigilance of the British, and get into the *Caño-de-Trocadero*; but some of the vessels were driven back to the *Rio-Guadalete*, out of which they never again ventured; and the rest obliged to take shelter in the *Rio-San-Pedro*, from whence they were afterwards transported overland to the marshes of *La-Marquilla*, below *Puerto-Real*. On the 23d, "the mortar and howitzer-boats, under the able direction of Captain Hall", threw, seemingly with considerable effect, several hundred shells amongst the *Santa-Maria* division; whilst the *Ætna*, *Devastation*, and *Thunder*, part of the Spanish

flotilla, and the British gun-boats, the latter in two divisions, "under the zealous command of Captain Fellowes and Lieutenant Carroll, successfully drew the attention and fire of Catalina." On this occasion, "two highly esteemed and respectable young officers, Lieutenants Thomas Worth and John Buckland, of the royal marine artillery, were killed," by one shot, in a cutter belonging to the Milford; "their loss," says Sir R. G. Keats, "was the theme of universal regret. Mr. Samuel Hawkins, midshipman of the Norge, also fell gallantly, which, with four Spanish and four English seamen wounded, constitutes our loss on a service, the execution of which merits my warmest praise." Captain Fellowes continued in action with Fort Santa-Catalina from 2-30 P. M., until ten o'clock at night. The Mors-aut-Gloria alone fired upwards of seventy rounds, and seemed to attract the particular attention of the French gunners; probably from her superior size, and the conspicuous death-head and cross-bones with which her bows were decorated—their ricochet shot were constantly splashing the spray over her, and cut several of her sweeps; yet, strange to say, she sustained no other damage.

In the beginning of December, the Hound's main-mast was shot away; and a few days afterwards, the Ætna burst her large mortar, being the fourth time that she had done so during the siege: this bomb-vessel, in particular, was often struck by shot and shells. On the 22d, a party of seamen and marines, under Lieutenant Bourne and Captain Fottrell, made a descent between the Guadaleté and San-Pedro rivers, carried a small battery by assault, killed five of the guard, and took the remainder prisoners.

The evening of Christmas day was spent in making preparations for the destruction of the French gun-vessels which had been dragged overland from the Rio-San-Pedro, and were then in the Caño-de-Trocadero. Here they expected to remain without annoyance; but Sir Richard Keats was determined to harass them while any thing remained which could float. In the darkness of night, the British flotilla passed silently into the inner harbour, formed a junction with Admiral Valdez, and anchored near Canteras. At day-light on the



26th, the enemy opened a desultory fire, which was not returned. At 1 P. M., being high water, the whole combined force weighed and swept rapidly over to the Trocadero side, where the Spaniards commenced the action by engaging Fort Luis and the adjacent lines, while the British, under the immediate command of Sir Richard Keats, attacked the northern batteries and the vessels they protected. In the mean time, Fort Puntales opened upon the works near Matagorda, and the bombs, &c. kept Fort Santa-Catalina in play. A furious cannonade was kept up throughout all the French lines, and the tremendous roar of cannon and mortars, continued till half-past three o'clock, when seventeen heavy gun-vessels having been totally destroyed, the allied flotilla hauled off, and the firing every where terminated.

The last day of the year 1810 was rendered remarkable by the enemy throwing some eight and ten-inch shells into the city of Cadiz, by means of immense howitzers, purposely cast at Seville; one of which is now mounted in St. James's Park. These shells were nearly filled with lead, leaving space for about one pound of powder; the greatest range was 6200 yards.

On the 2d of Jan. 1811, the Spaniards opened a new "Aguada" near the Porto Douro, and thereby enabled the British squadron to obtain fresh water without the risk of sending to Canteras; a service which had been attended with the loss of many boats in the channel between the two harbours.

On the morning of the 13th, a large gun-vessel was discovered lasking alongshore, between Rota and Fort Santa-Catalina: chase was instantly given by the "fire-eaters," and she was soon driven on the rocks and destroyed, even in the teeth of the French batteries. On the same day, another gun-vessel was disposed of in the same way, close to the mole-head at Rota, and under a very heavy fire.

Much harassing work now devolved on the British flotilla, as Marshal Victor, whose hopes of organizing a regular naval force were at an end, had resolved to encourage the fitting out of a number of small fast rowing vessels as privateers, the crews of which could easily escape to the shore in emer-



gencies. These in the end became very daring and troublesome; and it was even suspected, that many of their men were deserters from the British regiments.

In the middle of February, Sir Richard Keats made arrangements for the embarkation of a military force; Lieutenant-General Graham having agreed to co-operate with the Spanish General La Pena, in an attack on the rear of the enemy's lines. By the 20th, the Portuguese regiment commanded by Colonel Bush, and upwards of three thousand British troops, were embarked, some on board the *Stately 64*, *Druid* frigate, *Comus 22*, *Sabine*, *Tuscan*, and *Ephira* sloops, and *Steady* and *Rebuff*, gun-brigs; others in such transports as Sir Richard could avail himself of; and the remainder in Spanish vessels. The naval part of the expedition was placed under the command of Captain (now Rear-Admiral) Edward Brace, who had recently joined from England. On the 22d a landing was effected at Algeziras, from whence the troops marched to Tariffa, where they were joined, on the 27th, by the Spanish force, seven thousand strong, brought thither in numerous coasting craft. The roads being impracticable for carriages, the artillery, provisions, and stores of every description, "owing," as the Lieutenant-General was pleased to say, "to the extraordinary exertions of the navy," were transported in boats from Algeziras to the same place, notwithstanding the unfavorable state of wind and weather, which had rendered a debarkation any where to the westward impossible. The result of this combined movement is thus stated by Sir Richard Keats, in an official letter, dated at Cadiz, March 7th, 1811:—

"The combined English and Spanish armies, under their respective commanders, moved from Tariffa on the 28th ultimo, towards Barbate, attended by such naval means as circumstances would permit. Preparations were made by me and our ally, and acted upon, to menace the Trocadero and other points, in order, as the army advanced, to favor its operations; and arrangements were made for a landing, and real or feigned attacks, as circumstances might determine: to this end, the regiment of Toledo was embarked on board H. M. ships in the bay.

"On the 1st instant, General Zayas pushed across the Sancti-Petri, near the coast, a strong body of Spanish troops, threw a bridge across the

river, and formed a tête-de-pont. This post was attacked on the nights of the 3d and 4th, with vigour by the enemy; and though he was eventually repulsed, the loss was very considerable on the part of our ally. As the weather, from the earliest preparation for the expedition, had been such as to prevent the possibility of landing on the coast, or bay even without great risk, and with no prospect of being able to re-embark, should such a measure become necessary, the apprehension of having a force, which, with such prospects, I could scarcely expect actively to employ, when its services might be positively useful elsewhere, in defending the tête-de-pont, or in opening a communication with the army from La-Isla-de-Leon, induced me to state my sentiments on the subject, and the regiment of Toledo was in consequence disembarked. The sea on the coast having considerably impeded our communications, we were still uncertain whether the advance of the army would be by Medina or Conil, and of its precise situation, until the 5th, when at 11 A. M. I was informed by telegraph from La-Isla, that it was seen advancing from the southward near the coast. But though the Implacable and Standard weighed, to engage Catalina, the pilots refused to take them to their appointed stations; and, in the opinion of the best informed, the weather was of too threatening a cast to venture a landing, which, as the army was engaged by noon, according to the telegraph, would not have favored its operations. Under such circumstances, our measures were necessarily confined to feints; *whilst the British troops, led by their gallant and able commander, forgetting on the sight of the enemy their own fatigue and privations, and regardless of the enemy's advantage in numbers and situation, gained by their determined valour, though not without considerable loss, a victory un eclipsed by any of the brave achievements of the British armies."*

We need scarcely add, that the victory thus announced was that of Barrosa, achieved by a mere handful of British and Portuguese troops, over two divisions of the French army, commanded by Marshal Victor in person.

The woody ridge of Barrosa is about three or four miles from the southern outlet of the Sancti-Petri, and was unexpectedly found occupied by a force of more than eight thousand men. In this emergency, to secure a road to the bridge, Lieutenant-General Graham resolved to charge up the heights, although his troops had been toiling for sixteen hours through a heavy sandy tract of country. British valour carried the day; and, but for the exhausted state of the heroic band, the victory would have been still more signal. The enemy's loss in killed and wounded amounted to nearly 3,000 officers

and men; General Bellegrade and the colonel of the 8th regiment of French infantry were amongst the slain; and Generals Rufin and Rosseau, 47 other officers, and 460 men, taken prisoners: one eagle, three stands of colours, four field-pieces, and two howitzers, also fell into the hands of the conquerors, whose loss was eight officers and 195 men killed, and 55 officers and 985 men wounded: among the latter was Colonel Bush, who received a shot in the groin, and only survived a few days.

On receiving intelligence of this brilliant achievement, Sir Richard Keats immediately despatched Captain Cockburn to the army, with boats and other assistance; and this officer (who had but recently returned from the Havannah) was eminently useful in securing the prisoners and bringing off the wounded.

On the following day, the wind having come off the land, and the sea much abated, two landings were effected by way of diversion; one between Rota and Catalina, and the other between that fort and Puerto-Santa-Maria. The force employed consisted of the marines of the squadron, 200 British seamen, and 80 Spanish sailors. One division was commanded by Captain John William Spranger, of the Warrior 74; the second by Captain Edward Kittoe, of the Milford. At the same time, Fort Santa-Catalina was bombarded by the Hound and Thunder; and the batteries to the eastward of Cadiz were kept in check, with much spirit, by the flotilla under Captains Hall and Fellowes. A redoubt of four guns was carried by the marines of the Milford, led on by their commanding officer, Captain Patrick Fottrell. Another of the same force, situated at the entrance of the Rio-de-Guadalete, and surrounded by a ditch and spiked stockade, was stormed by Captain Fellowes at the head of his boat's crew, under a heavy fire of grape from the neighbouring batteries. The guns of all the sea-defences from Rota to Santa-Maria, with the exception of Catalina, were spiked, and the works materially damaged.

In the execution of the above services, the British had one gun-boat sunk, three men killed, and thirteen (including



Lieutenant John Bayly, R. M.) wounded. Thirty-one French soldiers were taken prisoners.

This appears to have been a busy period with Mr. Smyth. In consequence of his having acquired an accurate knowledge of the circumjacent coast and channels, he had been charged with despatches for Lieutenant-General Graham, while that distinguished officer was on his route from Tariffa; and he arrived at the southern end of the Sancti-Petri, just after the enemy was repulsed in his last attack upon General Zayas: he consequently witnessed the termination of the battle of Barrosa, and remained on the field until the imbecile La Pena and his 7,000 Spaniards crossed the ground of which they should have shared the glories. He only returned to Cadiz in time to take charge of a large flat, armed with a 32-pounder carronade, and accompany a force ordered up to the naval arsenal, on the 10th of March: but when inside Matagorda, his boat was nearly sunk by the enemy's batteries, and had three men mortally wounded. On the 14th, the Milford's barge, under his command, while pursuing a privateer near Rota, was hailing one of the Implacable's boats when the latter was struck by a shot, which killed three men, badly wounded another, and tore away her quarter. On the 16th, he rendered essential assistance to a water-logged American ship, which had been ashore near Cape Trafalgar. On the 18th, he was towing some spars from the Casa-Blanca to the squadron, when they were repeatedly struck by the enemy's shot. And, on the 20th, he commanded a boat in an unsuccessful expedition against some piratical privateers at Chipiona.

During the night of the 27th of March, a tremendous gale blew from the S. E., and at day-break on the 28th, signals of distress were flying in every direction. In the afternoon it was ascertained, that about fifty-three sail of merchantmen had been wrecked, and at least one hundred others more or less damaged: the number of lives lost was computed at 250. Mr. Smyth, who then had the charge of a heavy armed boat, was driving before the blast, when he was very opportunely assisted by the Undaunted frigate, and received the kindest



attentions from Captain Richard Thomas, whose sufferings after the loss of the *Lady Hobart* packet, in 1803, made him regard the distressing scene of devastation with feeling sympathy.

On the 12th of April, the *Hound* sailed for Gibraltar, having had her large mortar damaged, and main top-mast shot through. On the 15th, a detachment of Spanish troops, under Generals Blake and Zayas, left Cadiz, to join General Ballasteros, then near Ayamonte with about 4000 men, for the purpose of co-operating with Marshal Beresford, at the approaching siege of Badajoz. A constant communication with those officers was kept up by the small vessels of the British squadron; and in the course of this service, Lieutenant Vallack, commanding the *Basilisk* gun-brig, perished with the whole of his boat's crew, in attempting to cross the bar of the Guadiana. The above detachment bore a part at the battle of Albuera, May 16th, 1811.

Owing to the successes of Lord Wellington, the siege of Cadiz now dwindled to a mere land blockade; the British flotilla, however, never relaxed in its endeavours to annoy the enemy, and was consequently often engaged with Fort Santa-Catalina and other works. On the 27th of May, Captain George Price, commanding the *Sabine* sloop, reported the capture and destruction of four of the *Chipiona* privateers.

From the 14th to the 28th of June, the *Milford* and three other line-of-battle ships cruised at the entrance of the Straits, where they fell in with Sir Edward Pellew, proceeding to assume the chief command in the Mediterranean. After communicating with that officer, Sir Richard Keats returned to Cadiz, accompanied by Rear-Admiral Legge; who had been appointed his successor, and who continued to conduct the naval operations on that station until, amongst the consequences of the glorious battle of Salamanca, every French soldier was withdrawn from the vicinity of La-Islande-Leon.

The *Milford* proceeded from Cadiz to Gibraltar, Carthage, and the coast of Catalonia; after which she joined the fleet off Toulon, where Sir Richard G. Keats shifted his flag

into the *Hibernia*, July 31st, 1811. On the following day, Mr. Smyth joined the *Rodney* 74, Captain John Carter Allen, under whom, and Captain Edward Durnford King, he served as master's-mate until about the close of 1812, when that ship was paid off, in consequence of her having been almost torn to pieces, by a violent gale in the stormy Gulf of Lyons. In the mean time she had been actively employed on the coasts of Spain and France, and was with Sir Edward Pellew, in Hieres bay, when those fine three-deckers—the *Caledonia*, *Hibernia*, and *Temeraire*—drifted under *Porquerolles*, and received a heavy fire from the enemy's batteries, which were soon silenced and laid in ruins by the British fleet. We afterwards find her watching the port of Toulon, with only two frigates in company; and in Mr. Smyth's journal there is mention made of one of those occurrences which, though not then uncommon, marks the coolness with which affairs were managed:—

“Jan. 15th. 1812. Strong gales and clear weather. At day-break perceived a strange ship standing in towards Cape Sicie, and made all sail in chase. We were coming up with her, hand-over-hand, but still she had a chance of escape, only that the *Apollo* and *Alcmene* being close in shore, and under French colours, the stranger bore to them for protection, and was immediately boarded. In the interim, all the telegraphs along the coast were briskly worked, and twelve line-of-battle ships came out of the outer roads, under a heavy press of canvass, to rescue their vessel. Made the signal to the frigates to secure the prize, and stood on to observe the enemy. At noon, squally weather. Hove-to, and remained with the main-top-sail to the mast till, after a near approach, the French ships, three of which were first-rates, suddenly reefed their topsails, wore, and stood in for Toulon again. We then filled, joined the two frigates, and sent an officer with a party of men to carry the prize to Minorca.”

A survey of *La-Isla-de-Leon* and the neighbouring coast with an accurate detail of the strength of the various French and Spanish batteries, executed by Mr. Smyth while in command of the *Mors-aut-Gloria*, being at length submitted to Viscount Melville, by Captain Hurd, the hydrographer, and seconded by handsome testimonials from Captains Hall and Fellowes, of the ability and intrepidity which he had displayed during that period, his lordship was pleased to present him

with a lieutenant's commission, dated March 15th, 1813, and at the same time sent him a note couched in most gratifying terms.

Lieutenant Smyth was soon afterwards appointed to a command in the Anglo-Sicilian flotilla, stationed at Messina, under the orders of his friend Brigadier Sir Robert Hall, with whom he had first become acquainted at Cadiz. This force consisted of heavy gun and mortar-vessels, rocket-boats, and armed scampavias, all well-appointed, and manned with 3000 organized native sailors. Such a formidable obstacle to invasion was one of the principal means by which 14,000 British and German troops had been enabled to hold the island of Sicily against Murat's army, amounting to 38,000 chosen men.

One of the first services in which Lieutenant Smyth appears to have been employed, was a confidential mission to the Court of Naples, then just wavering in its allegiance to Napoleon Buonaparte. Early in 1814, he proceeded to Palermo in command of the Scylla brig, having Sir Robert Hall's flag on board; and while there, was exposed to a serious personal danger. In the night of the 19th of February, being on shore with the Brigadier, he received a report that the Scylla was in flames. The wind then blew a furious gale, with heavy torrents of rain, and he had the utmost difficulty in getting a boat launched from Porta-Felice. On rowing a little way out, he perceived a large ship in flames and adrift, and that his own vessel was riding in safety. Following the former, he was acutely distressed by seeing the men who went aloft to loose sails successively burnt, but had the pleasure to rescue one of the crew who had leaped overboard. The ship soon afterwards grounded under the citadel, and proved to be the Whitby transport, bearing the pendant of Lieutenant William Pitt, agent. On her taking fire, she was moored within the mole-head; but being promptly cut adrift, the violence of the wind drove her through two tiers of vessels, though on her way out, she rubbed the main channel off a ship with 1200 barrels of gunpowder on board! Lieutenant Smyth's boat was the only one which put off during that fatal night and returned in safety;—four masters of



ships were drowned, and, next morning, numerous dead bodies were found strewed along the beach.

Shortly after this, Sir Robert Hall was appointed to the command of the naval force on the lakes of Canada, when he addressed a most friendly letter to Lieutenant Smyth, of which the following is an extract,—“I have no doubt of your soon obtaining the step it is so natural you should be anxious for, because to the cool gallantry I have observed you possess, in presence of the enemy, you add the talents of an eminently scientific navigator, and therefore you are not likely to remain inactive during the peace that *threatens* us. I shall not fail to assure Lord Melville of your merits and services, on my arrival in England\*.”

The abdication of Napoleon Buonaparte, in April 1814, by closing the European war, afforded Lieutenant Smyth an excellent opportunity of commencing a survey of Sicily, to which he was the more strongly stimulated by the little probability that then existed of the general tranquillity being again disturbed;—“finding one avenue to professional reputation closed,” said he, “I will endeavour to obtain it by another.” He afterwards visited the ex-Emperor at Elba; and during the subsequent short war, occasioned by the flight from thence of that “meteor of the age,” and the rashness of Murat, we find him employed amongst the Æolian or Lipari Islands. One day, being on the peaked summit of Panaria, he perceived a large Neapolitan gun-vessel standing towards the Cala-del-Castello: having heard of her taking a prize some few hours before, he immediately stationed himself in an armed boat close under a point of land, dashed alongside of the enemy just as she was rounding it, and so completely surprised her crew, that he obtained possession without a man of either party being hurt.

Some time previous to this little exploit, that accomplished officer, Rear-Admiral (afterwards Sir Charles V.) Penrose, had arrived in Palermo bay, to take charge of the Mediterranean

---

\* Captain Sir Robert Hall, Knt. and C. B. died acting Commissioner at Quebec, in 1818.



station, and was astonished to find Lieutenant Smyth carrying on an extensive series of hydrographical operations, connecting Barbary, Sicily, and Italy, entirely on his own means, and without any official instructions. After fully acquainting himself with all the bearings of the case, he made several efforts to procure a proper establishment for the enterprising surveyor; and we insert one of his letters, with the greater pleasure, because it is mainly owing to this occurrence, that the study of hydrography has since been so widely cultivated:—

*“ H. M. S. Queen, at Sea, 4th April, 1815.*

“ Sir,—Lieutenant Smyth having delivered to my charge some finished plans of ports in Sicily, requesting me to forward them for the inspection of the Lords Commissioners of the Admiralty, I have promised to do so by the first safe opportunity.

“ I feel it my duty to add, that the celebrated Piazzì, as well as the officers of engineers, and all other judges, give ample testimony to the extreme accuracy of the observations and calculations of Lieutenant Smyth, and I have had opportunities of comparing some on the spot, which fully corroborate it. His written remarks, both in a nautical and military point of view, are very valuable; and he has the advantage of uniting great celerity of operation with extreme exactitude.

“ The respectable light in which he is held by all the Sicilian ministers and authorities will enable him to act with much greater effect than any other person.

“ I venture to press the merits of Mr. Smyth with more confidence because he was entirely unknown to me, till I saw the utility of his professional labours in Sicily.

“ The very great errors detected in former charts, exhibit the value of the present survey in a strong light. I have the honor to be, &c.

(Signed)

“ C. V. PENROSE, Rear-Admiral.

“ To J. W. Croker, Esq. Admiralty.”

Lieutenant Smyth continued his important labours, in a borrowed Sicilian gun-boat, long after the British troops had evacuated the island; and during the progress of his survey, gave such satisfaction to the Admiralty, that he was not only advanced to the rank of Commander, Sept. 18th, 1815, but, says the Secretary, in a letter to Rear-Admiral Penrose,—“ I am commanded by their Lordships to acquaint you, that they are much pleased with Captain Smyth’s zeal and ability, and that they are more particularly satisfied with the beauty and

apparent correctness of his surveys and drawings; and as a mark of their approbation, and an incitement to other officers to give their attention to similar pursuits, my Lords Commissioners will direct a selection of his drawings to be engraved and published for the benefit of Captain Smyth."

This arrangement of their lordships was altered in consequence of some difficulties arising, and it was finally determined to engrave the "Atlas of Sicily" in the Admiralty Office; and for Captain Smyth to publish a "Memoir descriptive of the Resources, Inhabitants, and Hydrography of that and the neighbouring islands, interspersed with antiquarian and other notices," in a separate volume, of which the Board purchased 100 copies. This highly interesting work has been favorably received, and extensively reviewed, not only in England, but also in Germany, France, and Italy\*.

In the spring of 1816, Captain Smyth joined the squadron under Lord Exmouth, hoping that his Sicilian gun-boat, with her 68-pounder carronade and Congreve rockets, would have been in requisition to cover a landing on the Barbary shore, the Admiral's object at this period being to oblige the piratical states to relinquish their depredations upon European commerce; matters, however, were for a time amicably adjusted.

After witnessing the liberation of numerous Christian slaves, Captain Smyth obtained permission from the Bashaw of Tripoli, to visit the ruins of Leptis Magna (situated on a fine level district to the eastward), to examine into the possibility of embarking the numerous columns which his Highness had offered to the British monarch. He accordingly proceeded thither, in company with the Consul, Colonel Hanmer Warington.

"The ruins," says he (in his private journal, which he has obligingly placed at our disposal,) "had a very interesting appearance, from the contrast of their fallen grandeur with the mud-built villages of Lebidah and Legatab, and those of the Nomadic tribes scattered around. The city,

---

\* Published by *Murray*, London, 1824.

with its immediate suburb, occupies a space of about ten thousand yards, the principal part of which is covered by a fine white sand, that, drifting with the wind along the beach, has been arrested in its progress by the ruins, and struck me at the moment as having probably been the means of preserving many specimens of art, which, from the numerous pillars, capitals, cornices, and sculptured fragments strewed around, I could not but suppose to have been extremely valuable; more especially, since having been the birth-place of the Emperor Severus, he might have enriched it with presents; besides which it had been highly favored, for its adherence to the Roman interest during the Jugurthine war. In addition to these circumstances, the fact of Leptis having been sufficiently opulent to render in tribute a talent a day, prompted me, on my arrival at Malta, to recommend it as an eligible field for an extensive excavation.

“On my return thither, in Jan. 1817, I was surprised, on riding over the ruins, to find that many of the most valuable columns which were standing in the preceding May, had either been removed, or were lying broken on the spot; and even most of those still remaining, had had their astragal and torus chipped off. I discovered, on enquiry, that a report had been circulated by the Tchaouses on my former visit, of an intention to embark them for England; and as it had long been a quarry whence the Arabs supplied themselves with mill-stones, they had, in the interval, been busily employed in breaking up the columns for that purpose, providing not only for the present, but also for a future supply. This extensive destruction was prompted by the peculiar construction of the Moorish oil-mills, they being built with a circular surface, having a gentle inclination towards the centre, round which a long stone traverses, formed by about one-third of a shaft.

“On the 25th, however, having arranged my tents and instruments, I commenced an excavation near the centre of the city, with a party of eight Arabs, whom I increased the following day to a hundred; and as they quickly gained the use of the English spade and mattock, the work proceeded with celerity. But I soon had the mortification of perceiving, from numerous local evidences, that Leptis had been completely ravaged in former times, and its public edifices demolished with diligent labour, owing perhaps to the furious bigotry of the Carthaginian bishops, who zealously destroyed the Pagan monuments in every place under their control. Or it might have been partly effected by the vengeance of the Barbarians for the memorable treachery of the Leptitani. From whatever cause it proceeded, the destruction is complete; most of the statues are either broken to pieces, or chipped into shapeless masses, the arabesque ornaments defaced, the acanthus leaves and volutes knocked off the fallen capitals, and even part of the pavements torn up, the massy shafts of the columns alone remaining entire.

“With a view of gaining further information, I opened an extensive Necropolis, but with little success. There were neither vases nor lachry-



matories, but only a coarse species of amphoræ and some pateræ, with a few coins, neither rare nor handsome, mostly brass, and principally of Severus, Pupienus, Alexander, Julia Mammea, Balbus, and Gordianus Pius. A number of intaglios of poor execution were picked up in different parts, as also some very common Carthaginian medals, but nothing indicating high antiquity or tasteful skill. Willing, however, to make as fair a trial as possible, I continued excavating until the 12th of February, when, having explored the principal basilica, a triumphal arch, a circus, a peristyleum, and several minor structures, with only a strengthened conviction of the precarious chance of recovering any specimens of art worth the labour and expence of enlarged operations, I determined to desist.

“ In the course of the excavation I had an opportunity of observing that, the period of the principal grandeur of the city must have been posterior to the Augustan age, and when taste was on the decline; for notwithstanding the valuable materials with which it was constructed, it appears to have been overloaded with indifferent ornament, and several of the mutilated colossal statues I found, were in the very worst style of the Lower Empire. There are also many evidences of the city having been occupied after its first and violent destruction, from several of the walls and towers being built of various architectural fragments confusedly heaped together.

“ Although there are several exceedingly fine brick and cementitious edifices, most of the walls, arcades, and public buildings, are composed of massy blocks of freestone and conglomerate, in layers, without cement, or at most with very little. The temples were constructed in a style of the utmost grandeur, adorned with immense columns of the most valuable granites and marbles, the shafts of which consisted of a single piece. Most of these noble ornaments were of the Corinthian order; but I also saw several enormous masses of architecture, ornamented with triglyphs, and two or three cyathiform capitals, which led me to suppose that a Doric temple, of anterior date, had existed there. On a triple plinth near them I observed a species of socle, used in some of these structures as the base of a column, with part of the walls of the Cella, surrounded by a columnar peristyle.

“ The city was encompassed by strong walls of solid masonry, pierced with magnificent gates, and was ornamented with spacious porticoes, sufficient portions of which still remain to prove their former splendour. It was divided from its principal suburb to the east by a river, the mouth of which, forming a spacious basin, was the Cothon, defended at its narrow entrance by two stout fortifications; and branching out from them, may be observed, under water, the remains of two large moles. On the banks of this river, the bed of which is still occupied by a rivulet, are various ruins of aqueducts, and some large reservoirs in excellent preservation. Between the principal cisterns and the torrent to the westward of Leptis,



some artificial mounds are constructed across the plain, by which the winter rains were conducted to the reservoirs, and carried clear of the city. On the east bank of the river are remains of a galley-port, and numerous baths, adjacent to a circus, formerly ornamented with obelisks and columns; and above which are vestiges of a theatre. Indeed the whole plain from the Mergip hills to the Cinyphus (now the river Kháhan) exhibits unequivocal proofs of its former population and opulence.

“ Thus ended my unsuccessful research; but though no works of art were recovered, many of the architectural fragments were moved during the summer down to the beach, by Colonel Warrington, where I called for and embarked them, on board the Weymouth store-ship, for England; together with thirty-seven shafts, which formed the principal scope of the expedition. Still we were sorry to find, that neither the raft-ports nor the hatchways of the Weymouth were capable of admitting three fine Cipollino columns of great magnitude, that, from their extreme beauty and perfection, we had been particularly anxious about.”

The fragments of ancient architecture thus rescued from oblivion by Captain Smyth and Colonel Warrington, were for a length of time to be seen in the court-yard of the British Museum; and are now at Windsor. From them, many of the light capitals which decorate the new edifices of our proud metropolis were copied. Nor was the attention of the enterprising and scientific sailor confined to sandy excavations; for we find him employed also in surveying the adjacent country, and, amongst other trips, travelling inland to Ghirza, in quest of the celebrated petrified city, by which he finally settled that amusing paradox.

“ During the time that I was excavating amongst the ruins of Leptis Magna, (says he) the Arab Sheiks, who visited my tent frequently, remarked, that I should have a better chance of finding good sculpture in the interior, and made many vague observations on the subject, to which I paid little attention at the time. On my return to Tripoli, however, Mukni, sultan of Fezzan, had just returned from a marauding expedition into the interior; and in a conference I held with him, he assured me that within the last month he had passed through an ancient city, now called Ghirza, abounding in spacious buildings, and ornamented with such a profusion of statues as to have all the appearance of an inhabited place. This account, supported by several collateral circumstances, impressed me with the idea of its being the celebrated Ras Sem, so confusedly quoted by Shaw and Bruce; and consequently inspired me with a strong desire to repair thither.

“ Accordingly Colonel Warrington and I waited on the Bashaw, re-

questing permission to undertake the journey, with which he immediately complied. Only, as his eldest son, the Bey of Bengazi, was in rebellion against him, and might, by seizing us, demand terms which his Highness would find it difficult to accede to, he wished us to proceed with a small force to the mountains, and there be reinforced according to the actual state of the country. His Highness also signified his desire that Seedy Amouri, his son-in-law, and Seedy Mahomet, his nephew, should accompany us. He moreover furnished us with his Teskerah (an authority for being gratuitously subsisted by the Arabs), though we never used it but to insure a supply, and always made a present in return, proportionate to the value of the articles provided; being of opinion that availing ourselves otherwise of this document would be detrimental to future travellers.

“On the 28th of February, we left Tripoli before sunrise, accompanied by the two Seedies, an escort of Moorish cavalry, and several camels. On the 2d of March we passed an old tower, called Gusser-Kzab, in the plain of Frussa, where, about three years before, a considerable treasure had been discovered in gold and silver coins. Of these, however, I was unable to procure a single specimen, they having been all taken to the coast of Tripoli, where they were most probably melted, and their date and story lost for ever. Proceeding from Frussa over a sterile and fatiguing district, we arrived, about noon on the 3d, at the wadie of Benioleet, where, having been expected, the principal people came out to welcome us, and some met us even as far off as the valley of Mezmouth. This, though only a distance of four or five miles, is a very laborious and dreary ride, over a rocky tract, exhibiting a remarkably volcanic appearance, from a black substance resembling porous lava, lying upon a bed of tertiary limestone, and forming, perhaps, a part of the Harutsch of Horneman.

“Having found several people at Benioleet who had recently arrived from the place I was bound to, I repeated my inquiries respecting the sculpture, and again received positive assurances that I should see figures of men, women, children, camels, horses, and ostriches, in perfect preservation; and the belief of their being petrifications was so prevalent, that doubts were expressed whether I should be able to remove any one of those whom it had pleased Providence thus to punish for their sins.

“On the 6th, after our party had been joined by three mountain chiefs, with twenty-five janissaries, and fifteen camels laden with water, barley, tents, &c., we proceeded over a hilly and bare country to the southward. On the 8th, having passed the range of Souarat, we advanced through a pretty valley called Taaza, neglected, but evidently capable of improvement, from the luxuriant myrtle, lotus, juniper, cypress, and other plants, flourishing spontaneously. In the evening we arrived at a brackish well of great depth called Zemzem, from having been blessed by a holy Marabut; and thence is derived the name of the whole wadie, which running towards the north-east reaches the Syrtis below Turghar. Ghirza, the scene of the extraordinary story so extensively propagated, being only

three or four miles from this place, occasioned me a restless night: so that early in the morning of the 9th, I eagerly sat off over the hills, and after a short ride, the ruins of Ghirza abruptly met my sight.

“ I instantly perceived the error of some writers, in ascribing cold springs and moving sands to this spot; for the site is mountainous and bare, presenting only dreary masses of lime and sandstone, intersected with the ramifications of the great wadie of Zemzem. And although I had not allowed my imagination to rise at all in proportion to the exhilarating accounts I had heard, I could not but be sorely disappointed on seeing some ill-constructed houses of comparatively modern date, on the break of a rocky hill, and a few tombs at a small distance beyond the ravine. On approaching the latter I found them of a mixed style, and in very indifferent taste, ornamented with ill-proportioned columns and clumsy capitals. The regular architectural divisions of frieze and cornice being neglected, nearly the whole depth of the entablatures was loaded with absurd representations of warriors, huntsmen, camels, horses, and other animals in low relief, or rather scratched on the freestone of which they are constructed. The pedestals are mostly without a dye, and the sides bore a vile imitation of Arabesque decoration. The human figures and animals are miserably executed, and are generally small, though they vary in size from about three feet and a half, to a foot in height, even on the same tombs, which adds to their ridiculous effect; whilst some palpable and obtruding indecencies render them disgusting.

“ Across a fine but neglected valley, to the south-eastward, in which were numerous herds of wild antelopes, and a few ostriches, is a monumental obelisk of heavy proportions; and near it are four tombs, of similar style and ornament with the first set. These are remarkable, however, as more strongly combining a mixture of Egyptian and Greek architecture, and are placed so as to give a singular interest to the scene. There are but three inscriptions, and those are comparatively insignificant; nor can other particulars be learned, the whole of them having been opened, in search, probably, of treasure; but as no person permanently resides near the spot, I was deprived of any local information. A wandering Bedoween, who had been some time in the wadie, brought me a fine medal, in large brass, of the elder Faustina, which he had found in the immediate vicinity.

“ The tombs appear to have remained uninjured by the action of either the sun or the atmosphere, excepting only a deep fallow tint they have imbibed;—the sculpture therefore, as we must call it, remains nearly perfect. As these edifices are near the Fezzan road, people from the interior have occasionally tarried to examine them; and being the only specimens of the art they ever saw, yet representing familiar objects, they have described them on their arrival at the coast in glowing colours. It is this nucleus which, rendered more plausible, perhaps, by the story of Nardoun, soon swelled into a petrified city, and at length attracted the



curiosity not only of Europe, but obtained universal belief in Africa. It has been deemed a species of pilgrimage to resort thither, as the caravan passes, and inscribe a blessing for the supposed unfortunate petrified Moslems, and with these the pedestals are actually covered. Thus, notwithstanding the diminutive size and despicable execution of these bas-reliefs, the Turks who accompanied me eyed them with admiration and respect, as actual petrifications, pointing out to my notice that the horses had actually four legs, and other similar trifles. Never, in fact, has a palpable instance occurred to me, so strongly indicative of the degradation of mind inflicted by the Mahometan tenets on its votaries; nor could I but regret to find men, in many respects estimable, so benighted, and so glaringly deficient in the commonest discernment which is bestowed by education.

“Ghirza is situated near some barren hills called Garatilia, in lat.  $31^{\circ} 7' 16''$  N., long.  $14^{\circ} 40' 50''$  E.; and from its want of water, and sterile, comfortless appearance, could only have been a military post in communication with Thabunte, and the stations along the shores of the Greater Syrtis. The wadie, indeed, may have been formerly well cultivated, being even now covered with spontaneous vegetation, and flourishing talha, cypress, lotus, and other trees. I observed no traces of roads or aqueducts, during my short stay; but I was too much occupied with my operations for determining the geographical position of the place, to extend my researches to any distance.

“On the 11th, I wished to proceed to Towergha and Mesurata, and thence to Lebida; but we had so many men and camels belonging to Benioteet, that it became necessary to return to that place, which is situated in lat.  $31^{\circ} 45' 38''$ , long.  $14^{\circ} 12' 10''$ . On our arrival there, we found the inhabitants eager to learn our opinion of the petrifications of Ghirza, and they were evidently chagrined when they found we had brought some specimens away with us, thereby dissolving the favorite axiom respecting the futility of attempting to remove them.

“From Benioteet I went to the north-eastward, in hopes of finding some remains of Talata, Tenadassa, and Syddemis, which were in the chain of communication with the stations of the Syrtis, Cydamus, and the Tritonis; but I met with only a few dilapidated towers, and some uninteresting ruins, which, from the situation, were probably those of Mespe. Thence we crossed the Messellata hills, and near the centre of one of the ramifications observed three slight eminences, which I am inclined to think must have been the Tumuli of the Graces of ancient geographers; though, but for the coincidence of the number, I should scarcely have remarked them. They are about 340 feet in height, and nearly five miles from the coast, thus differing in distance from the ancient account, of 200 stadia; but as the Cinyphus actually rises here, the early manuscripts may have suffered from bad copyists.

“The Cinyphus is now called the Wadie Khàhan, or weak river, in allusion to its sluggish course in summer; though it is still, to a little



distance inland, a considerable stream, for this part of the world. Its shrubby banks render the lower part of it extremely picturesque, while both they and the sedgy marshes it has formed towards Tabia point, abound with game of all descriptions. Near the high road from Sahal to Zeliten, the river contracts at once. Here stood an ancient bridge, of which vestiges remain; and adjacent is a tolerable subterraneous aqueduct, running in the direction of Leptis, with a ventilating aperture, at intervals of about forty yards."

During the period of Captain Smyth's researches in this part of Northern Africa, discussions of a delicate tenour sometimes arose, either with the natives or the foreign consuls, in all which he adopted such a line of behaviour as to draw the thankful acknowledgment of Colonel Warrington, who in a letter to him says:—"Your very correct and handsome conduct in the support of my consular authority entitles you to my warmest thanks, and has been of the highest advantage to his Majesty's flag." The Bashaw also was so contented, that he presented him with a very valuable Turkish scimitar.

Sir Charles Penrose, who had resumed the chief command in the Mediterranean, on Lord Exmouth's departure for England, after the battle of Algiers, was much pleased with the successful issue of an enterprise, thus voluntarily undertaken and completed, after it had been formally abandoned by an express mission; and in his official letter of thanks to Captain Smyth, he said,—“In acknowledging your despatch of the 9th instant (Nov. 1817), communicating the result of your labours at Lebida, as well as much other highly interesting matter, which you have so skilfully brought forward, I congratulate myself that the undertaking fell to your lot, I shall not fail to transmit to the Lords Commissioners of the Admiralty, a copy of your report, together with the high sense I entertain of your spirit, talent, and indefatigable exertions.”

From these researches originated the journies afterwards undertaken into the interior of Africa, from Tripoli; and as some curiosity has existed respecting these enterprises, we shall presently insert a few letters that will throw much light thereon.

In the mean time, Captain Smyth had been appointed to the command of the *Aid* sloop, and she was fitted and sent out to receive his pendant. In that ship we find him proceeding on the important service of fixing astronomically a new series of latitudes and longitudes for all the harbours, headlands, and islands, of the Mediterranean sea. These were known to be singularly erroneous; and he had already amassed considerable materials and data for such an object. About this time, a proposal was submitted to the British Government, for a ship to be sent to the Adriatic, to complete the grand survey of its shores, which had been commenced by the command of Napoleon Buonaparte. Captain Smyth being also appointed to this service, proceeded to execute it, having first embarked on board the *Aid* a party of Austrian and Neapolitan staff-officers, and taken the Imperial sloop of war *Velox*, Captain Poelthl, under his orders. By making the utmost use of the means at his disposal, the operations were satisfactorily terminated in less than two years, notwithstanding a dreadful plague was raging along the Albanian shores:—the result of the united labours of himself and his associates have been published at the Imperial Geographical Institute of Milan.

It is a singular historical fact, that Captain Smyth, in a visit to the fortified convent of Stagnowitz, on Monte Negro, so early as the summer of 1818, had the whole plan of the Greek revolution, which broke out in the year 1820, revealed to him; and of which he duly informed the British Government, through Sir Thomas Maitland, then Governor of Malta. He was also one of the party who accompanied Sir Thomas to the court of Ali Pasha, the famous and ferocious Vizier of Albania, to treat respecting the cession of Parga.

We next find Captain Smyth co-operating with Sir Frederick Adam, Lord High Commissioner of the Ionian islands, in suppressing a dangerous insurrection amongst the inhabitants of Santa Maura, and receiving his public acknowledgment for maintaining a rigorous blockade of that island, and helping him to disarm the population of several Greek villages. This was a service of which Vice-Admiral Sir Thomas

F. Fremantle observed, "he had acquitted himself well, with very inadequate means."

On his return home, in 1820, Captain Smyth represented to Viscount Melville, that the operations carried on by Captain Guattier du Parc, of the French navy, in the Archipelago and Levant, were, to his personal knowledge, so scientific and accurate, that it would only be waste of time to go over the same ground; but that their operations, if united, would form a complete basis for the construction of a chart of the whole Mediterranean sea. His lordship was pleased, thereupon, to send him to Paris, with full authority to make such arrangements as should embrace the object. This being accomplished, he was directed to complete his own division of the points more decidedly, and to finish the examination of the coast between Algiers and Egypt.

Captain Smyth also had interviews with Lord Melville and the Right Hon. F. J. Robinson, then President of the Board of Trade, on the subject of African explorations. He represented, that, from the kindness he had experienced amongst the Moors and Arabs, he had no doubt but an opportunity was now open to the centre of that vast continent; and that both the moral and physical difficulties of travelling were much less in North than in West Africa. He also held, that something of a plan might be pursued, from our great influence with the ruling powers, to revive the drooping commerce of Malta, by trading directly with the interior, through Tripoli,—an object the more obvious from that island's vicinity, and its people having a common language with those of Barbary. He therefore suggested that a person conversant with trade, and of suitable experience, should be attached to the travelling party, with a moderate adventure, in order to give a fair trial to the market, and enable the parties to furnish the public with information upon which the mercantile world could rely. "A field might thus be opened," said he, "equally accessible to the people of other countries. The day is passed by when privileges are stipulated in treaties, otherwise, if this trade were capable of any extent and duration, that nation which overcame the early obstacles should be entitled to



some advantages. I am not one who join in the romantic notion of universal free commerce; and I think that where privileges can, with justice, be secured, it is the duty of a government to do so."

These suggestions were very favorably received, though various circumstances interfered with their adoption. Some parts of his plan and details, were, however, put into execution, in consequence of the following letter, which he wrote at the instance of Lord Melville.

"35, *Soho Square, Dec. 31st, 1820.*

"My Lord,—In obedience to your Lordship's desire, I venture to place before you my idea on that part of North Africa lying between Tripoli and Egypt, and which, notwithstanding it constituted one of the most interesting sites of antiquity, is unaccountably a perfect blot in the geography of the present day.

"In consequence of a strict attention to the subject, I had reason to think that, on my visit to Tripoli in 1816, no other knowledge existed of those countries extending along the coast from the city of Tripoli to the Arabs Tower in Egypt, than what was gleaned from the Melpomene of Herodotus,—excepting indeed the part now called the Gulf of Sidra, which is evidently deduced from the old map of Ptolemy.

"From my numerous enquiries, in various quarters, touching the present state and resources of those parts, and from the aggregate of a variety of conflicting statements, I have reason to imagine that material benefit is likely to accrue from a proper investigation thereof; for it appears that there are certainly several harbours almost unknown to us, of which the principal are those of Bomba, Toubrouk, and Tabraka; and my representation of them appeared in so favorable a light to that excellent officer, Sir Thomas Fremantle, that he directed my utmost attention to them, and to the facilities of procuring timber from certain forests reported to exist in that neighbourhood.

"But as the protection of his Highness, the Bashaw of Tripoli, does not extend beyond Derna, and indeed is only precarious at any distance from Mesurata, a thorough investigation of the shores of the Syrtes, and the whole of the Cyrenaica, becomes an object of serious difficulty, and is perhaps impracticable to a Christian, though the attainment of it certainly promises the gratification of much geographic and historic enquiry.

"I could myself soon fix all the important points on scientific data for the commencement of a coast survey; and a person properly qualified would not only forward the hydrography, but, from thence, could continue those journeys and researches that would be most conducive to add to our general knowledge; and from my long acquaintance with him, I make no hesitation in recommending Lieutenant Lyon as singularly eligible for



such a mission, from his natural ardour, his attainments, his professional habits, and above all, his very complete assumption of the Moorish character. After the naval and military objects are considered, a research could be made for the two great Roman roads that led to Cydamis, the present Gadam; a town, I am led to believe, of the utmost importance to travellers in the interior, as being the resort of numerous trading caravans.

“The site of the celebrated altars of the Philæni would form a satisfactory point; for though they appear no longer to have existed in the time of Strabo, their situation might perhaps be placed by approximation.

“Enquiries might be made respecting the Silphium, a famous shrub which must have existed in abundance, as sugar was made from it; though others report that it bore benzoin and assafoetida;—that marked on the ancient coins, bears a strong resemblance to the large apocynum which grows on most parts of this coast.

“We have no proof respecting the fossil called sal-ammoniac, said by Pliny to have been found in great quantity below the sand, in a district of Cyrenaica.

“Rare coins, and medallions of the Pentapolis, may perhaps be procured, of which the most valuable are those erroneously named Ophellas, especially when large; the usual types are the head of Ammon, with the Silphium as a reverse, and the legend ΚΥΡΑ or ΒΑΡΚ; but those of the state, and not belonging to any individual city, had the word ΚΟΙΝΟΝ; there is also a silver coin with the Punic characters  $\text{Ⲛⲓⲧⲓ}$  of tolerable execution.

“Enquiries could also be directed towards the celebrated scarlet dye possessed by those countries so many ages, and of which the Cynomorium Coccineum is supposed to form the principal ingredient.

“Attention could be paid to the petrified palms and fossils, in the vicinity of Augila, and in fact to the whole detail of the Deserts of Lybia. Of these the vicinity of Cyrene was reported as fertile, well watered, and possessed of forests and pasturages. It is plain to me, that the remains of the city of Cyrene (now called Grenna) are extensive, and that its famous fountain still affords a constant supply of the purest water: views, plans, and copies of inscriptions therefore, in this important place, appear to promise a gratifying illustration of the invaluable writings of Herodotus.

“The situation of the Garden of the Hesperides, reported to have been near Berenice, would also be a desirable object; as would the complete exploration of Taukra, the ancient Teuchira, and of Tolometa that formed the Port Barca, which I believe possesses fine remains of the magnificence of the Ptolomies.

“After the examination of Cyrenaica, and the Deserts of Barca and Augila, the grand question of the junction of the Nile and the Niger could be considered; and if confidence, ability, and perseverance are applied, I see no chance of a failure. In fact, I must here state my regret that the late expedition for the interior was so hastily formed.

“With a view of further illustrating this matter, I beg leave to subjoin

the substance of some enquiries I made from the officers of the Bashaw's army, who went on an expedition to chastise the Bey of Bengazi, a rebellious son of his Highness, and with whom I was on the point of proceeding, but that my operations at Leptis required my personal attendance. I have many reasons for placing considerable confidence in their replies.

“What towns are there between Ziliten and Mesurata, and what are are their names? *‘Between Ziliten and Mesurata there are no towns, but frequent remains of large buildings.’* What description of buildings? *‘The original forms cannot be observed: the Moors have preserved only some wells of good water.’* Have you observed any ruins near Ziliten? *‘Part of an aqueduct near Wadie Khahan, and a sort of arch, a little inland.’* What is the probable population of Mesurata? *‘About 900 or 1000, though the Aga who governs can put 1000 cavalry, and 2000 infantry of the province in a state of service.’* Where are the salterns of Mesurata? *‘The principal are between Zafran and Nahim, though there are others along the Gulf.’* Is the salt mineral or marine? *‘The salt is not mineral, but produced by evaporation in summer; in winter it melts again by more water flowing in.’* But that which I have seen was in long bars? *‘Yes, they cut it in bars for trading, for it is very hard and solid.’* What great towns are there between Mesurata and Bengazi? *‘There is no town or place worthy the name, between Mesurata and Bengazi; nor from thence to Derna.’* How are the shores of the Gulf of Sidra? *‘Generally hard sandy beach, with a low country adjacent, in some parts very rocky.’* Does the Gulf marked on this chart, and called Suca, exist? *‘There is no gulf of that name, the army passed close to the sea where it is marked, and the beach is continuous.’* Are there any ruins on the shores of the Syrtes? *‘Near the above mentioned salterns there are frequent ruins; the most remarkable are to the S. E. of Zafran called Elbenia, and those of Medina Sultan.’* What is their appearance? *‘The former consists of two pilasters with bases of grit-stone, and Greek inscriptions much injured. The latter offers vestiges of a large city. There are other ruins at Jhimines and Quobia, two days journey from Bengazi.’* Does the gulf at the bottom of the Syrtes, called Tinch, exist? *‘It does not; we still continued along the beach; there is however, a large Maremma or marsh, inside where our route led, but it is very hilly beyond it.’* Do you know of any quicksands in that neighbourhood? *‘There is a considerable tract of fine impalpable sand, that moves with tempests.’* What is the situation of the moving sands, and are there marshes there? *‘The moving sands extend from Ain Agan to Areys, occupying a greater or less width along the coast from the sea, towards the interior; but at Albasce there is a long streak stretching many leagues inland, very fine and of the colour of brick, whereas the other is white as snow; there are some very extensive salt-marshes at Ain-Agan and Bugomara, two hours S. E. of Munhool.’* What is the nature of the coast in the direction of the moving sands? *‘Only the surface of the coast is covered with sand;*

below, it consists of a hard grit-stone.' Which is the site of the Garden of the Hesperides? 'They lie about two hours from Bengazi, and have no trees, only a few shrubs grow there.' But what is there remarkable to point the place out? 'Many deep grottoes, some wells of excellent water, and vestiges of canals to carry water all over the gardens.' Is there not a wood in the vicinity? 'No timber fit for building, nothing but a grove of stunted cypress.' But I have heard from the Bey of Derna, Mourad Reis, and others, that a large forest existed somewhere in that part? 'I believe there is, further over towards Bomba, but we did not go so far.' Have you heard of this forest? 'Very frequently, and that the wood is fit for large ships.' What kind of a town is Bengazi? 'Not so flourishing as formerly; it has a tolerable castle and small port, mud houses, and about 1000 inhabitants.' Are there any vestiges of the ancient Berenice? 'A few slight ones,—cameos and intaglios are frequently found, and a hill near the sea is supposed to contain riches, as gold is often picked up after heavy storms.' Can refreshments be procured there? 'Sheep, cattle, and corn, but no fruit.' Why have they not oranges, as they grow so well at Tripoli? 'They never had any, so do not feel the want of them.' What kind of places are Tolometa and Taukra? 'Taukra is a walled town, with many inscriptions; but has few things of architectural beauty except some vine branches entwined in low relief on the pieces of a pediment of grit, or stone of the country. It is built on the sea shore, on a plain bounded on the south by stony mountains bearing the low cypress trees. Tolometa is at the foot of the chain of mountains that extends from Bengazi to Bomba; it offers few vestiges, except some columns of grit-stone belonging to a Corinthian portico, and the tombs of the kings in the Elysian Fields.' What is there at Barca, and are there any inhabitants? 'Barca is now only a mountain of stones and ruins at the head of a fine valley, with a great many wells of good water, for which reason it is much frequented by the Arabs.' Are the Arabs as trusty as those of Mesurata? 'No, they are exceedingly treacherous, and capable of committing murder for a mere gilt button.' Would they respect the usual laws of hospitality? 'Most probably they would, even against their desire.' Have you seen the harbour called Marza Suza? 'I have seen Suza, the sea has intersected almost all the town: there are many ruins, but of moveable things there are now only to be seen a few columns of marble, granite, and grit-stone belonging to its temples.' Is it easy to reach Cyrene, on the side of Bengazi? 'From Bengazi to Cyrene is six summer days' journey, and the road leads through cypress woods, and fine mountain valleys: it is not difficult.' Is Cyrene far from Derna? 'Cyrene is a long day and a half from Derna, over some stony mountains of extremely difficult ascent, through woods of cypresses, and places inhabited by wandering Arabs.' What aspect has the land about here from the sea? 'The sea is almost every where bounded by steep mountains of rock, in the fissures of which grow cypresses and some other trees.' What state is Cyrene in? I have heard the town is entire. 'The town is nearly destroyed, but the



ruins and isolated tombs, or *Mausolæa* are extensive;—the finest part is the Camp of Mars, on account of the numerous streets of tombs cut in the rocky mountains. The various ruins make it extremely easy to determine the limits of the city.' Do you recollect any temples there? 'The ruins of a temple near the fountain are partly buried; and all there is remaining in sight are some columns and several statues, the latter so mutilated that they look like amorphous blocks of marble. Excavation in this part would probably be very productive.' Does the fountain still afford good water, and are there any inhabitants in Cyrene? 'The fountain always gives abundance of the purest water, for which reason there are always upwards of four or five hundred Arab tents in the town.' What is the population of Derna? 'Emigration and the plague have reduced it to about 360 souls.' Are there still any troglodytes, or inhabitants of caves, and are they numerous? 'The district between Marza Suzu and Cyrene is full of caverns in the very heart of the mountains, into which whole families get by means of ropes, and many are born, live, and die in these dens without ever going out of them; their Bedouin relations in the neighbourhood provide them with food, and there preserve their property from the rapine of inimical tribes; the friendly Arabs collect in these holes a sufficiency of water for all their wants.' What is the disposition of these people? 'They are savage, untractable, and dangerous, the government of the country itself never having been able to reduce them.' Do you consider a landing at Bomba as safe? 'Being situated on the limits of Tripoli and Cairo, it is inhabited by tribes that have been driven away by their respective governments, so that they continually molest pacific tribes, and the caravans destined for Mecca.'

"Such, my Lord, is the sum of the most direct and credible information I have been able to collect; besides which I have made many other enquiries, and have also constructed a map of the march of the said army, by inference; but I hope I have shewn your Lordship that this interesting portion of geography (seated so near to civilized Europe) need no longer remain a blank; and also that its examination may lead to satisfactory ulterior results, as to the confluence of the Nile and the Niger, and the actual state of the level of the countries south of Bournou, compared with Abyssinia, and the west coast of Africa. And this, if I may be allowed to express my opinion, is the only practicable road to Europeans,—for I have ever considered the difficulties and diseases, incident to the swampy banks of rivers in a tropical climate (at all times replete with decomposing vegetable substances), so insurmountable, that I have never been surprised at their failure.

"I have the honor to subscribe myself, my Lord, your Lordship's most obedient, &c. &c.

"W. H. SMYTH."

"Right Hon. Lord Viscount Melville,

&c. &c. &c."



In the ulterior arrangement of this design, Lieutenant Frederick William Beechey, who had recently returned from the Polar Seas, received the appointment of assistant-surveyor to Captain Smyth, whose friend, Lyon, was selected to command one of the discovery ships then fitting out under the orders of Captain Parry. Henry W. Beechey, Esq. a brother to the lieutenant, who had acquired considerable proficiency in Arabic by a long residence in Egypt, joined the enterprise; and to these gentlemen were added Lieutenant Henry Coffin, R. N. a volunteer; Mr. John Campbell, assistant-surgeon; and Mr. Edward Tyndall, midshipman of the Adventure; for which ship Captain Smyth received his commission in Jan. 1821. Admiral Sir Isaac Coffin also left England in the Adventure, as a passenger, but quitted her sooner than he originally intended, owing to the plague then raging on the African shore.

We are, as yet, unacquainted with the whole of the reasons which operated in preventing the fulfilment of this very promising mission: for it appears, by the orders which Captain Smyth addressed to Lieutenant Beechey, that the original intention embraced a wider sphere of action than what it was afterwards limited to; and geography and the classic arts will long have to regret such a meritorious object being frustrated. The following is an extract from that document:

*“ H. M. S. Adventure, Tripoli, Sept. 18th, 1821.*

“ Sir,—As it appears to me that several delays, incident to the nature of the service you are about to proceed upon, will at present retard your departure from Tripoli, and as the summer is fast expiring, I consider it most conducive to the tenor of my instructions, to proceed forthwith to sea, in order to commence the survey where I discontinued it in 1817; noting, however, that in consequence of your appointment, I shall attempt only at ascertaining the latitudes and longitudes of the several capes and headlands, with a connecting coast line as the basis of a general chart, leaving the geographical and particular detail for your research, as the season most favorable for such operations is the one that obliges me to haul off the coast.

“ The main point, therefore, is to get the nautical portion completed as quickly as possible; and from weighing well the nature of the means at our disposal, I think the wishes of the Lords Commissioners of the Admiralty will best be answered by a coast journey as far as Derna, the

eastern limit of the Bashaw's dominions; and from thence the shore party to strike to the southward, and explore the regions of the Cyrenaica, and the desert of Barca, varying the direction of your interesting route according to existing circumstances, and the local value of the objects in view.

“And as several interruptions and digressions, on a general plan of procedure, are liable to arise in an undertaking of this magnitude, it is difficult to calculate upon the event; but as the limits of Egypt and Tripoli are ill defined on the sea-coast, and the frontiers of each are the resort of ferocious outlaws from both countries, I think the experience of Mr. Henry Beechey will be best exerted in passing from the desert of Barca, by Augila, and the petrified palm valley, to the Oasis of Siwah and Egypt, where, from his intimate acquaintance with the respective authorities, he will be enabled to procure the proper protection and necessary guards for returning along that part of the coast lying between Alexandria and Bomba. After which I would recommend the mountain track to Tripoli, by which the whole eastern division of the Regency will be completely investigated, and its antiquities, geography, and resources made known.

To accomplish therefore the first object, I shall proceed to sea as soon as the preliminary arrangements are adjusted, and I have received the Chiaux on board, and proceed along the coast to Mesurata, where I shall remain for your arrival, and send my boats in quest of an anchorage further in the Gulf of Syrtis; you will therefore lose no time in getting ready to meet me at that place, in order to concert a simultaneous movement from thence to Bengazi. But if, from any of the impediments attendant on these excursions, you should be unable to arrive in a given time, and facilities offer themselves to me, I shall continue the operations; leaving, however, the necessary communications with the Reis or Scheick.

“The point where your co-operations in this part will prove most essentially necessary, is the south-eastern extreme of the great gulf, where the altars of the Philæni were erected; but which, from the substance of all the information I can collect, is at present a marshy waste: here, if I cannot bring the vessel, it will be very necessary to have an observed latitude, by a mean of two or three meridian altitudes, and a longitude by inference, from our nearest chronometric positions. It may be as well to mention in this place, that the determination from which the whole will be deduced, is that of the Bashaw's castle in Tripoli, which by the mean of numerous observations, I place in latitude  $32^{\circ} 53' 56''$  N., longitude  $13^{\circ} 10' 58''$  E. of Greenwich, and the magnetic variation  $16^{\circ} 38'$  westerly.

“In the course of your joint researches among the ruins of Arsinœ, Ptolometa, Teuchira, Cyrene, Berenice, and the Hesperides, you will probably discover various objects of taste; these you will be enabled to transport to Bengazi, and deposit in the house of Rossoni, the British vice-consul, until some further arrangements can be made respecting them.

(Signed)

“W. H. SMYTH.”



On the same day, Captain Smyth wrote to the secretary of the Admiralty, as follows :

“ Sir,—I have the honor to acquaint you, for the information of my Lords Commissioners of the Admiralty, that I arrived at this port on the 10th instant ; but as his Highness the Bashaw was confined to his chamber by a severe attack of rheumatism, I was unable to see him for several days. On the 15th, however, I accompanied Colonel Warrington to an audience, when his Highness was pleased to express himself particularly gratified at my return to the Regency, after so long an absence ; and on our introducing the Messrs. Beechey to him, he in the kindest manner promised his protection and assistance to their undertaking, and repeating his former professions to me, made all the necessary arrangements I could desire.

“ In the afternoon, I disembarked the four small field-pieces I had brought from England, at the cove under the castle, and saluted the Bashaw and his family, who were sitting in a balcony overlooking them ; and having harnessed some stout mules, put them through various evolutions : and on the whole his Highness was so much gratified, that he sent a sabre to the gunner, and five hundred piastres as a present for the seamen and marines who had landed. I am the more minute in these particulars, in order to ground my conviction, that, from the Bashaw’s predilection for the British, and his personal esteem for our Consul-General, any views of my Lords Commissioners of the Admiralty, respecting discoveries in the Regency, may be easily put in execution. But a practical knowledge of Turkish character is a great requisite in the explorers ; and they should suffer themselves to be imposed upon, even with their eyes open, in immaterial points, in order to gain the grand objects : for the Moors, in particular, being subtle and avaricious, and at the same time ignorant, are extremely addicted to petty chicanery.

“ I have the honor to enclose a copy of the instructions I have given Lieutenant Beechey ; and I hope, by the time of our arrival at Bengazi and Derna, the plague now raging there will have ceased ; if not, I must make such alterations in the arrangements as may appear best calculated for forwarding the objects of the mission. I have the honor to be, &c.

(Signed)

“ W. H. SMYTH.”

“ To J. W. Croker, Esq.”

The subsequent proceedings of the Adventure were reported to the Admiralty in two letters, of which the following are copies :—

“ Malta, Dec. 21st, 1821.

“ Sir,—After my letter of the 18th of September, from Tripoli, I made every exertion for prosecuting the service entrusted to my charge ; and having revisited Rasal Hamra, Leptis Magna, Port Magra, Ziliten, and

Mesurata, was enabled to compare and correct our former observations. Off the latter place we encountered a heavy scirocco, with very fresh breezes and a high sea, by which we were prevented from entering into the Gulf of Sidra, from the 8th to the 17th of October, when the weather clearing up, we ran in by the Date-tree station, and anchored on an immense sand bank at Isa, in a dreary and exposed berth; but, I believe, in excellent ground, and where, from its extent, the sea does not roll home. Our situation was in lat.  $31^{\circ} 37' 46''$  N., and long.  $15^{\circ} 29' 45''$  E., in six fathoms water, about two miles from the shore.

“From Isa we explored the coast for about fifty miles to the S. E., but could find no place to shift the ship to, the bank deepening to a loose gravelly ground, at a few miles from the anchorage, and nothing to be seen but a continued monotonous, melancholy coast, entirely destitute of feature, and so low as to justify the old character of these shores, being ‘neither land nor sea,’ but in every direction exhibiting vast salt plains of what is usually termed ‘drowned land,’ while the occasional ravages of the surf are fully apparent; and the whole is so strewed with wrecks, that we not only procured as many good spars as we could stow, but wooded ourselves, and might with equal ease have wooded the whole squadron.

“I had heard of a central shoal, to the south of which, it was reported, a ship might anchor, and I resolved to endeavour to gain it; but on coming to the point, the pilots flatly refused to take any charge of the ship farther into the gulf at such an advanced season. I was therefore obliged to stand out towards the eastern shores, with a view of finding an anchorage somewhere to the southward of Bengazi, from whence we might continue boat surveys; but was again disappointed, as Bengazi itself had scarcely two fathoms water in its port. I was consequently obliged to remain off and on the several capes, landing at such intervals as the boisterous weather and rough sea permitted; and we thus explored, and have been able to complete a nautical chart, from Tripoli to Bomba, with the exception of a low line of beach, forming the bottom of the Syrtis, between Carcōra and the Ahab beach; and this, as the pilots were alarmed, and I could not place much reliance on the qualities of the ship, while above all we felt the want of a tender, I was obliged to relinquish. I, however, left a note at Bengazi, for Mr. Beechey, detailing my movements and progress, and desiring him to fill up that coast line; and I trust, when the vernal equinox has passed, to examine the large shoal, and complete the undertaking. As whatever exists ought to be known, this will be a necessary operation; but from what I have seen, and from what I can collect, I cannot promise their Lordships that any naval object of importance is likely to reward the examination.

“The port, or rather bay of Bomba, proved to be the first place where a ship can possibly anchor, in winter months, to the eastward of Isa; and the two are the only safe anchorages for a squadron between Tunis and Egypt. Of these, therefore, we have made trigonometrical surveys; but



the intervals between them are mere coast examinations, by a patent log adjusted to our astronomical measurements. We were prevented from a more detailed operation, from being obliged to keep the sea, from the plague existing in the neighbourhood, and from the dread often entertained by the Arabs that we were Greeks.

“The eldest son of the Bashaw of Tripoli, who was in rebellion when I left the Regency, has, by a clemency very rare amongst Turks, been pardoned, and appointed Bey of Derna. This prince, at my request, prohibited the natives of his district from entering into any communication with us; and he also despatched a Chiaux with a letter from me to Mr. Beechey; but I learned, that up to the 6th of December, that gentleman had not arrived at Bengazi.

“Having proceeded beyond the boundary of the regency, we found that a quarrel had taken place between two of the Arab tribes, in which five men who claimed the protection of the Bey of Derna were killed. I had received a notice of so many instances of treachery near these ill-defined boundaries, that I was extremely on my guard against surprise; but, notwithstanding precautions, our Turkish pilot was carried off, as I suspect, by the inimical Arabs, as an hostage, they being aware that he was also acting as a Chiaux of the Bashaw. Finding I could not proceed further to the eastward without a proper authority from Egypt, I proceeded to Tripoli, where, having landed the Chiaux and the gulf pilot, and having arranged with the consul for measures respecting the poor fellow we had lost, I returned to this port.

“As Mr. Beechey will probably be in Alexandria early in March, I propose submitting to Vice-Admiral Sir Graham Moore, that after completing the repairs, provisions, and water, it will be an object for me to meet the party there, in order that I may give them the coast chart to lay their surveys upon, and also that I may procure the necessary facilities to explore the unknown coast between Bomba and the Arabs’ tower.

“From vestiges in some places where we landed, I have every reason to believe the expedition of Mr. Beechey will prove highly interesting; and from a great number of large trees lying at the meeting of several fumaras near Cape Razat, I think it highly probable that a forest will be found: but the nautical detail is most unimportant. I have the honor to be, &c.

(Signed) “W. H. SMYTH.”

“To J. W. Croker, Esq.”

“H. M. S. Adventure, Derna, May 28th, 1822.

“Sir,—I have the honor to inform their lordships, that having completed the survey of the harbours of Alexandria, I obtained a firman from the Bashaw of Egypt for the safe conduct of the Messrs. Beechey from the Cyrenaica to the eastward, and immediately made sail and stood along the coast, in prosecution of the service entrusted to me. I have the satisfaction to add, that the whole line of coast between Tripoli and Alexandria

is now completed, with particular plans of the bays and harbours, and the positions correctly ascertained as to latitude and longitude of the different capes and headlands, agreeably to the first paragraph of their Lordships' instructions. And this, I am happy to say, has been effected in spite of an almost constant opposition on the part of the natives of the region between the Arabs' tower and Bomba, a wild race of nomadic tribes, from whose hostility we have luckily received no accident, although I was nearly cut off at Toubrouk, in company with Lieutenant Michael Atwell Slater, by a party of four or five hundred Bedouins, and only owed my escape to the excellence of the gig that rowed through their fire, until the barge, well manned and armed, under Mr. Thomas Elson, (acting master) drove them back amongst the ruins.

“ These shores offer but little after leaving Alexandria, until arriving at Saloume, a large bay, where a fleet might be secured from westerly gales; and from thence to Bomba nothing intervenes except Toubrouk, a really superb port, and by far the best on the whole coast of Barbary. It is two miles deep and one wide, with an outer road of five or six miles to the eastward, where is a reef of rocks two miles and a half long, carrying from 3 feet to 3 fathoms water, effectually breaking off the sea from that quarter. Inside the reefs are regular soundings of from 14 to 8 fathoms, and within the harbour there is not a shoal-bank, or danger of any kind, but a vessel may anchor at will, in from 12 to 5 fathoms. This harbour is particularly adapted for a squadron, as there are a number of fine sandy coves on each side, where boats, &c. may be hauled up to repair. Water I could not find, for it was unsafe to venture from the harbour hills—the whole country being in arms; but from the fissures in the mountains, branching out into wide fuimare, I am confident the winter streams are abundant. At the N. W. end of the port is a Roman fortification, in tolerable preservation; it is nearly 200 paces on each side, with four gates; the walls are of large square stones, strengthened with towers that are ascended by ramps. There are large cisterns and magazines, and the whole is in such a state as to offer no inconsiderable advance towards a new establishment. I found by accident, for I had not leisure for research, many fragments of lamps, lachrymatoria, and amphira, and also two coins of the Emperor Probus, which, with the appearance of the architecture, stamps the probable date of the settlement.

“ Cattle and sheep may be procured in any quantity at Bomba and Derna; and at the latter place, if visited as a summer anchorage, water of the very finest quality is to be had from running streams (a phenomenon in these regions) with an abundant supply of grapes, bananas, almonds, oranges, apricots, and other fruit. Corn is in great plenty, and remarkably cheap.

“ The hills from Derna towards Genna, or Cyrene, are wooded in various parts; but the cutting of timber would be attended with consider-

able difficulty for many localities, though perhaps at Apollonia, now Marza Suza, it might be managed. The wood appears useful for various purposes, and might even afford crooked timber for knees, but not for stem and stern-posts, nor keel pieces; while for plank, I saw nothing that would side more than 8 or 9 inches.

“On my arrival at Bomba, I found the accompanying letter had been left for me; and, as soon as the weather permitted, I repaired from thence to Derna, where I was soon joined by Messrs. Beechey. Now as my duty on these coasts was completed, with the exception of a boat cruise round the Syrtis, which was preparing, I would have immediately embarked the whole party; but I considered it was now actually in the Cyrenaica, between the two trading ports of Derna and Bengazi, which offered the means of a passage to Malta, without the tedious and expensive journey to Tripoli, it would be more in consonance with the public service for them to remain and examine, at least this interesting region, which could be well accomplished during the present summer. Of the necessity of this their lordships will be further convinced when I inform them, that Cyrene is situated in a most luxuriant country, totally different in feature, climate, and resources, to any thing between Karamania and Tunis; alternately presenting hill, vale, wood, and pasture, and irrigated by copious running streams. In the city itself, the Messrs. Beechey have already found two or three statues; and as there are two theatres, an amphitheatre, and a stadium, that have never been examined, I considered, that even if the expedition went no further in its mission, these at least ought to be examined. To lessen in some measure the expence, I embarked Mr. Tyndall, but left the Messrs. Beechey, Lieutenant Coffin, and Assistant-Surgeon Campbell, to complete the research.

“The only difficulty that arose from the uncertainty of the intention of Lord Bathurst, respecting Mr. Henry Beechey, was, as to what extent he is to excavate, and how he is to embark the produce of his labour. I recommended, at any rate, the examination of the theatres and stadium, as such edifices were never without valuable ornaments; and if he could muster enough for the cargo of a bombard or small vessel, to hire one at Bengazi, as the expence would be trifling to Malta; but that if the specimens appeared to be at all comparable to the chefs-d'œuvre of Grecian art, to remain until instructions respecting them arrived; because, if they were left only a few days, the Arabs would mutilate them. I should myself have delighted to have gone and assisted this part of the operation; but as it is likely to take place in August, the month of all others necessary for the examination of the shoals of the Skerki, I considered the fourth paragraph of their Lordships' instructions so imperative, and of such importance, as totally to preclude it. I have the honor to be, &c.

(Signed)

“W. H. SMYTH.”

“To J. W. Croker, Esq.”

\* The proceedings of the land branch of this expedition, were published by Murray, London, in the year 1823.



Except a few occasional shot from roving Arabs at the boats, Captain Smyth generally carried on his survey in great harmony with the Moorish chiefs; but during the progress of the Greek insurrection, some of the most bigotted of the Mahometans assumed so insolent a tone and gesture, that the arrival of the *Adventure* was always extremely welcome to the Frank settlers. By understanding and managing their various prejudices, but few disputes occurred, until one evening at Tunis, shortly after intelligence had been received of the burning of the Turkish admiral's ship, a party watering under Cape Carthage was attacked, and the boatswain nearly strangled. Aware that decisive measures only could check Moorish excesses, Captain Smyth made instant arrangements for placing the *Goletta* in a state of embargo; but before proceeding to extremities, he applied in form, through the consul, for immediate redress: and as the summary procedure of a despot differs so essentially from our legal investigations, the demand and result are here inserted:—

“ *H. B. M. Ship Adventure, Tunis Bay, Sept. 13th, 1822.*

“ Sir,—When I sent to you yesterday evening, respecting the violence committed on my boat's crew at the watering place, I was not aware that the dastards were other than common people; but to my surprise I learn, that some of them are actually *seedies* in the suite of his Highness the Bey. This, of course, so aggravates the offence, that I must have a most unequivocal and decided answer, as to whether they had any instructions to commit so flagrant an outrage.

“ You will therefore acquaint his Highness, that I was in hopes to represent his various attentions in such a light as to procure a favorable acknowledgment from our Government; and that I cannot but lament the occurrence which threatens a breach. But, inform him, when unarmed Englishmen are brutally attacked, it becomes both my duty and inclination, that such insult is not committed with impunity. And you will further acquaint his Highness, that had I seen the affair from the ship, I would instantly have landed to rescue my men, and the blood consequently spilled would, of course, be on the heads of the aggressors.

“ I can, even now, take ample satisfaction for the insult, but that I cannot think the conduct of individuals, however base, should interrupt the existing harmony, without first awaiting an explanation; and also, that I trust his Highness will render such satisfaction to the British flag as may

meet the approbation of Vice-Admiral Sir Graham Moore, my commander-in-chief. I have the honor to be, &c.

(Signed)

“W. H. SMYTH, Commander.”

“To Alexander Tulin, Esq.

H. B. M. Consul.”

(ANSWER).

(Received at 10 o'clock next morning).

“Marsa, 14th September, 1822.

“Sir,—I have the honor to communicate to you the result of my audience of his Highness the Bey, this morning, here at Marsa.

“Not having failed to explain to him, in every respect, the contents of your letter of yesterday, his Highness, in the first instance, has desired me to tell you, in the most decided terms, that far from having given instructions to any one to molest, in the slightest way, the English seamen, he feels, on the contrary, extremely sorry at what has happened, and requests you will accept his apology for the atrocious act committed on your men.

“As a proof of his disapprobation of the occurrence, and to shew his desire of giving you every satisfaction in his power, his Highness ordered three hundred bastinadoes to be given to each the aggressors, publicly, in the presence of himself, myself, and the whole of his court; which sentence, I have the honor to add, I have seen duly executed. The aggressors were then put into irons, and are to remain so long as you may desire. I have the honor to be, &c.

(Signed)

“ALEX. TULIN, H. B. M. Consul.”

“To Captain Smyth, H. M. S. Adventure.”

At Alexandria, Captain Smyth became acquainted with that extraordinary character, Mehemed Ali, Viceroy of Egypt, a ruler whose genius and spirit of enterprise have commanded so much attention. He found him extremely interested and inquisitive on all points of naval discipline and economy, as well as in matters of science and general knowledge; and in the various interviews that ensued, his Highness was pleased to adopt several measures of importance, from the suggestions of Captain Smyth. He had been particularly struck with the disorganised state of the Turkish marine, when he saw the Adventure come into port after a heavy gale (Mar. 1822), in so different a style from their fleet, which on that occasion had lost two frigates, three corvettes, and a brig, with nearly 800 men, while almost every other ship and vessel suffered in spars, &c. When Captain Smyth succeeded in placing his large theodolite on the top of Pompey's Pillar, the astonished

Viceroy exclaimed to the Turkish officers around him,—  
“*Look! do you wonder that these Christians excel us.*”

Mehemed Ali had previously offered “*Cleopatra’s Needle*” to Captain Smyth, as a present to King George IV., and he now volunteered to assist him in the embarkation of the fallen obelisk, adding, that he would instantly construct a pier from where it was lying, into the centre of the port. The attempt was only postponed for official authority, and afterwards circumstances prevented the Adventure’s return to Alexandria, or it would certainly have been undertaken,—for Captain Smyth had viewed it as an erroneous postulate to doubt of success, especially on comparing our naval means with those which the ancients possessed when they transported still larger masses to Rome. On his return to England, in 1824, he waited on Mr. Herries, at the Treasury, and made such representations that another naval officer, Captain Arbutnot, was appointed to proceed to Egypt; but we are not aware why so noble a memorial of antiquity is not now decorating the British metropolis.

Captain Smyth was the senior naval officer at Gibraltar, in 1824, when a body of constitutionalists, under the command of Don Francisco Valdes, surprised Tariffa; and as they were known to have sallied from the rock, General Latour, commander of the French troops at Cadiz, and the Spanish General Don Jose O’Donell, were bitterly enraged. Amongst the consequences that ensued, Captain Smyth was involved in a disagreeable correspondence; scarcely a boat could move without giving offence to one or other of the parties; and a French man of war was stationed off Cabritta point, to report every motion in the bay. On the 11th of August, the Earl of Chatham sent a report on board the Adventure, stating that the constitutionalists had insulted the British flag, by firing at a merchant vessel, and carrying her under their fortress; whereupon the Pandora sloop was sent over by Captain Smyth to demand an explanation. This was construed by the French and Spanish authorities into an act of supplying the “rebels” with arms and provisions; and every means were resorted to for making an unfavorable impression. At



length, after two ineffectual attempts, the French stormed Tariffa on the 19th, when Valdes and many of his adherents escaped to Tangier; but about 150 were made prisoners and taken to Algeziras, where O'Donnell ordered 36 of them to be shot on the 23d and 24th of the same month. This merciless order was executed in sight of the *Adventure*; the rest of the unhappy captives were confined in dungeons to await a formal trial. One of the victims was a Gibraltar Jew, who, by an obsolete inquisition law, which on this occasion O'Donnell revived, was sentenced to be burnt alive for appearing in Spain, unless he embraced Christianity: this the unfortunate wretch professed to do; but, after having gone through the forms of solemn abjuration, he was shot on the following morning. Nor was this all, for as if to brand the whole affair with infamy, a poor young woman, whose only crime was attachment to her husband, was put to death along with the others.

We next find Captain Smyth, conjointly with Captain H. E. P. Sturt, of the *Phæton* frigate, receiving the thanks of the United States' consul at Gibraltar, and of eleven masters of American merchantmen, for their prompt, though unavailing efforts, to save a ship in flames from destruction, on the 19th of Sept. 1824. About the same time, the *Phæton* was struck by lightning, and set on fire, while lying in the new mole, alongside the *Adventure*.

Having completed his operations, which together with those of Captain Francis Beaufort, in the Archipelago and Asia Minor, and of Captain Guattier du Parc, in the Archipelago, Levant, and Black Sea, fix and determine every part of the Mediterranean and Euxine, from the Gut of Gibraltar to the Sea of Azof, Captain Smyth returned home, and the *Adventure* was paid off in November, 1824. On making an official report of what he had accomplished, he stated—"It is with pleasure I am able to add, that though, from the very nature of my mission, I have been obliged to hang on lee-shores and coasts, little known to, and therefore avoided by other navigators, this service has been effected, not only without the ship having touched the ground, but without the loss of a spar, a sail, a cable, or an anchor."

The charts and plans of Captain Smyth's gigantic undertaking are now constantly used by the British, French, American, and Russian squadrons in the Mediterranean; and we perceive how highly they are appreciated by discerning officers, whose letters are before us: but by none have they been more warmly or liberally hailed than by the scientific Captain Beaufort,—himself an acknowledged first-rate hydrographer,—“The more I see of your Mediterranean surveys,” he observes, “the more I admire the great extent of your labours—the perseverance of your researches—the acuteness of your details—and the taste with which you have executed the charts. Take them altogether, no survey has ever before issued from the Admiralty that can be compared to yours. It is quite astonishing the work that you did,—and did in such a masterly manner, in the time you were abroad.”

As this service, though originating in the efforts, and at the expence, of an individual, cannot but be deemed honorable to the naval profession at large, we take pleasure in shewing how it has been mentioned in the widely circulated journal of the celebrated Baron de Zach.

Vol. I. p. 69.—“M. le Capitaine Guillaume Henry Smyth, de la Marine Royale de S. M. Britannique, chargé par son gouvernement d'une mission astronomique, géographique, et hydrographique dans la mer Méditerranée, pour y déterminer des positions, lever les plans des côtes, rades, ports, &c. arriva avec sa corvette au mois de Février dans la port de Gênes; il veut me trouver, et j'eus l'honneur et l'avantage de faire la connoissance personnelle de ce respectable officier, infiniment instruit, non seulement dans les pratiques de son état, mais dans plusieurs autres branches de sciences et de littérature, qu'on ne cherche pas, et qu'on trouve plus rarement encore, chez un bon marin. Assurément on ne pouvait confier une expédition aussi importante à un navigateur plus habile, plus expert, et plus zélé que le Capitaine Smyth. Il est muni à son bord d'une quantité de bons instrumens, sextans et cercles de réflexion, horizons artificiels, théodolites, lunettes de toute espèce, garnies de micromètres, montremarines, &c.”

And again in Vol. IV. p. 143, the Baron says:

“Le 12 du mois d'Août, M. le Capitaine Smyth, est venu relâcher avec son observatoire flottant dans le port de Gênes. J'ai eu la seconde fois le plaisir et l'avantage de revoir, et de m'entretenir avec ce marin distingué sous tant de rapports. Cet habile officier a eu la bonté de me communiquer,

et de me faire voir avec sa franchise ordinaire, tous ses travaux qu'il a fait depuis que nous nous sommes vus la dernière fois. Il m'a montré tous ses journaux, observations, plans, cartes, soit gravées soit dessinées, il n'avait rien de caché ni pour moi, ni pour personne. Il ne craint pas les communications ; sûr de son fait, ses travaux peuvent supporter l'œil du scrutateur. Il ne fait aucun mystère de ses observations, car les Anglais ne pensent pas que des longitudes, des latitudes, des azimuts, des bases, et des triangles peuvent être des secrets d'état. Les mystères, les cachotteries, les retenues en ces choses, ne décèlent souvent qu'une mauvaise conscience, et un manque de confiance dans ses moyens, et ne font naître que des soupçons souvent bien fondés."

In 1815, Captain Smyth received the royal permission to accept and wear the insignia of a K. F. M.; obtained two honorable augmentations to his family arms; and was admitted by the hero of Acre into the "Anti-Piratical Society of Knights Liberators of the Slaves (white and black) in Africa," instituted by the Allied Sovereigns, at Vienna, in the preceding year; those absent, being represented by their elder sons, or competent personages. The Emperor of Austria subsequently presented him with a gold snuff-box, superbly decorated with brilliants; and he had also the satisfaction of finding that the Kings of Naples and Sardinia, as well as the late Pope, Pius VII, were personally interested in the success of his operations, of which he received proofs, in various acts of condescension and kindness. Among other gratifying marks of remembrance from those who had watched his pursuits, we perceive one in his letter book, written by the Crown Prince of Denmark, which we take the liberty of transcribing.

*"Au Chateau de Sorgeufrey, ce 11 Oct. 1825.*

"Monsieur,—Vous avez bien jugé de l'intérêt que je prends à vos travaux hydrographiques en croyant qu'il me feroit plaisir d'en avoir une copie. Celle qui vous avez bien voulu m'adresser en date du 5 Juillet, réunit au mérite scientifique, celui de me rappeler l'aimable complaisance de son auteur; aussi l'ai je reçue avec une satisfaction toute particulière, et je vous prie, Monsieur, d'en agréer l'expression.

"Ce n'est pas que je croye m'acquitter de l'obligation qu'un envoi si important m'impose;—c'est uniquement dans l'intérêt de la science et en supposant qu'il vous fera plaisir d'en connaître les progrès chez nous, que je fais joindre à la présente les dernières cartes hydrographiques qui ont paru à Copenhague, savoir: les côtes de l'Island en le feuilles et un



partie de celles de la Groenlande en le feuille avec des memoires illustratifs. Veuillez accepter ces echantillons des nombreux travaux de notre célèbre vétéran M. de Loevenoern ! Vous saurez en apprécier le merite.

“ Je vous prie de faire les compliments de Me. mon epouse et les miens à Mrs. Smyth, et d’agréeer l’assurance sincere de la haute considération avec laquelle je suis, Mousieur, votre bien affectionné,

(Signed)

“ CHRISTIAN FRÉDÉRIC.”

“ À Monsieur,

*M. W. H. Smyth, Capitaine de la M R.*”

In 1821, Captain Smyth was admitted into the Antiquarian and Astronomical Societies of London; his promotion to post rank took place on the 7th Feb. 1824; he was *unanimously* elected a F. R. S. in June, 1826, on a suspension paper spontaneously signed by the noblest names which enrich the scientific records of the nation; and on the last day of the same year, he was voted a member of the society, then recently established at Florence, for scrutinizing the statistics and natural history of Tuscany. In 1829, he was named an associate of the Academy of Sciences at Palermo; and in July, 1830, chosen one of the Council of the Geographical Society of London,—an institution which he was very instrumental in establishing. He is, moreover, at present one of a Committee for improving and extending the Nautical Almanac.

Besides the work, in quarto, on Sicily and its Islands, already spoken of, Captain Smyth has produced an octavo volume on Sardinia, and another entitled “ the Life and Services of Captain Philip Beaver, late of H. M. S. Nisus.” We are told, that he has also written several light poems and miscellaneous papers; and we know, that he was an occasional contributor to Baron de Zach’s “ Astronomical Correspondence.” He is now arduously employed in investigating the laws of the fixed stars, in an observatory which he has built in his garden, at Bedford, and equipped with very powerful and expensive instruments. During the time these were being constructed, the Council of the Astronomical Society most handsomely voted him the loan of those which had recently belonged to Colonel Beaufoy, of Bushey Heath,

whose talents and assiduity are so well known. This measure was thus announced to the general meeting of the Society, on the 8th Feb. 1828 :

“ Among the great and lamented losses which the Society has sustained in the course of the last year, is that of the late Colonel Mark Beaufoy; the latter days of whose existence we recollect with a melancholy pleasure to have been cheered and gratified by the highest mark of this Society’s approbation, in the award of their medal for his Astronomical Observations. His son, Lieutenant George Beaufoy, R. N., has, with the utmost liberality, placed his deceased father’s astronomical instruments into the possession of this Society. \* \* \* \* The surest criterion of the utility of a donation is its immediate and effective practicable application. That of Lieutenant Beaufoy was scarcely announced to the Council, when an application was made to them by one of our members, Captain Smyth, R. N. (justly distinguished for his knowledge of the resources of practical astronomy), for their loan, which was immediately accorded; and the Council have the high satisfaction of being able to announce to you, that the instruments in question are at this moment (with the exception of one of the clocks) mounted in the best manner, in a regular observatory established by Captain Smyth, at his residence at Bedford, for their express reception, and already in actual use in celestial observation. The Council, though not unaware of the general nature of Captain Smyth’s astronomical views, purposely forbear from publicly stating at present the course of observations in which he purposes to engage; being desirous to leave his meritorious exertions as far unfettered as possible by any public pledge—and trusting rather to his high character and well-known zeal, talent, and activity, than to any express stipulation, that the means thus placed in his hands will be exerted for the advancement of astronomical science.”

Captain Smyth’s services to the profession were not terminated by his retirement to Bedford; a paper on the advantages of a museum, known to have been written by him, appeared in the “United Service Journal” for Sept. 1829, and excited great attention, both in the army and navy. This he afterwards followed up by a letter to the editor of that periodical, which we cannot but copy here :

“ *Crescent, Bedford, Oct. 12th, 1829.*

“ Sir,—I am requested by my friend, Commander Henry Downes, whose intrepidity has already introduced him upon your pages, to make an offer of his services towards the founding of a *United Service Museum*. His words are,—

“ ‘It is with much pleasure that I have read, since my return from Africa, the spirited leading article of the 8th Number of the new Journal,

for I was immediately struck with the manifest advantages likely to result from the proposed establishment. I earnestly hope that the praiseworthy endeavour to form so noble and beneficial an institution, will every where meet with the warm support which it deserves. Nor have I a doubt that many a valuable rarity, now lying idle in the rooms of naval and military officers, will be readily forwarded for so useful a purpose.

“ ‘ Concluding, from your furnishing that journal with a Meteorological Register, that you must be acquainted with the Editor, I will thank you to inform him that, as a proof of my personal estimation of the scheme, I beg to offer a collection which occupied me five or six years in gathering together,—time which might have otherwise been misspent. It is, therefore, at his disposal whensoever a suitable building shall be opened; and it consists of about forty cases of stuffed birds and animals, with a cabinet of insects. Any personal attentions, which a practical knowledge in Natural History may render desirable, are also tendered; and should the undertaking proceed, I can venture to assure you of the contributions of some of my friends, who will rejoice in the prospect of so rational a resource against *ennui* being provided for the numerous class we now form in society.’

“ ‘ The being made a medium of so gratifying and liberal a communication, obliges me no longer to defer an offer, on my own part, for the same end. I see there are difficulties to surmount, but what are difficulties to those who scarcely acknowledge such a word? Forward! It is high time that a rallying point should be established for depositing the models, minerals, weapons, and specimens of Natural History, with other interesting and delightful objects, which we are daily receiving from all quarters of the globe; and also for the dissemination of knowledge, to the advantage of both the individual and the nation. It was chiefly by the princely munificence of Alexander the Great, and his activity in collecting the rarities of earth, air, and water, that Aristotle was enabled to analyse, define, and demonstrate Nature’s mysteries, with such unexampled precision, as to place him at the head of natural philosophers.

“ ‘ It will not be disputed, that men liable to become the arbiters of their country’s honour, governors of colonies, and members of the highest classes of society, ought to possess a large share of general information; and this, it is easily seen, would be widely engrafted, if your proposal should meet with a full and zealous action. The effects and ultimate influence would be beneficial to all branches; and could not but prove an inexhaustible fund of gratification to the intellectual class, besides improving the understanding, strengthening the judgment, and arousing the energies of research, in the many.

“ ‘ I have, therefore, determined to promote the *United Service Museum*, to the extent of my ability, by presenting it, under similar stipulations to those mentioned by Downes, with the series of objects in geology, mineralogy, conchology, and antiquities, which a course of years has placed in my possession; and I only hope that the contributions, from other



quarters, may be such as to throw ours into insignificance. Believe me to remain, my dear Sir, yours truly, (Signed) "W. H. SMYTH."

By such means, a proper spirit being aroused, a meeting was at length convened, and the exertions of Captain Smyth were acknowledged by a vote of thanks, an appointment as trustee, and a request to be one of the committee for carrying the resolutions into effect. The following letter from Lieutenant-General Sir Herbert Taylor, must have been extremely flattering by its contents; and is the more valuable as it throws a clear light over the institution which is now forming.

*"Horse Guards, December 19th, 1829.*

"My dear Sir,—I cannot delay thanking you for your obliging letter of the 17th instant, and assuring you how much I have been gratified and flattered by its contents. When the establishment of a United Service Museum was first suggested, I concurred heartily in the expediency and utility of the measure; and this view was confirmed by the knowledge of your sentiments, and those of Captains Beaufort and Downes, as my expectation of its success, and of its important results, was also raised by the handsome and liberal manner in which you stepped forward and volunteered, not only your able assistance and co-operation, but also the contribution of the interesting collections you had formed during a professional and scientific career of acknowledged ability and merit. Under these circumstances, I could not hesitate in submitting the project to the King; and I may now repeat what I endeavoured to express to the committee, that I have upon no occasion experienced greater satisfaction in receiving and in conveying the assurance of His Majesty's approbation, which was signified in terms that shewed how well His Majesty appreciated the advantages of an institution such as that which you, and your brother officers, have so essentially promoted. They appear to me, indeed, incalculable with respect to the improvement of education in our professions, and to the acquirement and diffusion of information in every branch of science and literature, if the real objects of the institution be duly followed up; and such as cannot fail to raise the character of the professions, and to maintain the important advantage of uniting with the duties of the officer the attributes of the gentleman, which ought to be considered inseparable. Much has been done, of late, to promote and encourage the union of sentiment and the harmony of feeling between the officers of the two services, to which you justly attach so much importance. I have ever considered these objects as most desirable—as most essential to the comfort and credit of both, and to the interests of the country; and no person ever felt this more than the late Duke of York, as has been frequently admitted by officers of the navy who experienced H. R. H.'s attention. The same feeling has on every

occasion been manifested by our gracious Sovereign, and I am certain that it materially influenced his approbation of our *joint* undertaking, which must therefore be zealously persisted in. I remain, ever with sincere regard, my dear Sir, your very obedient and faithful servant,

(Signed) "H. TAYLOR."

"To Captain Smyth, R. N.

&c. &c. &c."

The subject of this memoir married, at Messina, Oct. 7th, 1815, Annarella, only daughter of T. Warrington, of Naples, Esq. and by that lady has had nine children, seven of whom are living. Mrs. Smyth's half-brother was Captain Charles Peirson, who, when a lieutenant of the 69th regiment, so gallantly seconded the immortal Nelson, in boarding a Spanish first-rate, off Cape St. Vincent, Feb. 14th, 1797. He married the sister of his friend, the late Captain Sir William Bolton, R. N., a connection of the great hero; but shortly afterwards fell a victim to the climate of Honduras, whither he had been ordered on promotion.

*Agent.*—J. Dufaur, Esq.

---

### JAMES RYDER BURTON, Esq.

Son of the late Bishop of Killala, and related to the Marquis of Conyngham.

This officer passed his examination in Sept. 1812; obtained the rank of lieutenant, Feb. 15th, 1813; subsequently served in the *Garland 22*, Captain Richard Plummer Davies; and was second of the *Albion 74*, Captain John Coode, at the battle of Algiers, Aug. 27th, 1816. His promotion to the rank of commander took place Nov. 27th, 1819.

On the 23d May, 1823, Captain Burton was appointed to the *Camelion* of 10 guns, in which brig he took possession of an Algerine corvette, already disabled by the fire of the *Naiad* frigate, Jan. 31st, 1824\*. His post-commission bears date Feb. 23rd, 1824.

---

\* See Suppl. Part III. p. 261.



Captain Burton married, in 1823, the widow of Philip Roche, of Limerick, Esq. and youngest daughter of Randall, late Baron Dunsany.

*Agents.*—Messrs. Stilwell.

---

### RICHARD SAUMAREZ, Esq.

*Knight of the Imperial Order of Leopold of Austria.*

NEPHEW to Admiral Sir James Saumarez, Bart., G. C. B., Vice-Admiral of Great Britain, &c. &c.

This officer entered the navy in 1806; and was a midshipman on board the Spartan frigate, Captain (now Rear-Admiral Sir Jahleel) Brenton, at the destruction of the castles of Pesaro and Cesenatico; at the reduction of Lusin, an island on the coast of Croatia; at the capture of Zante, Cephalonia, and Cerigo; and at the discomfiture of a French squadron in the bay of Naples, on which latter occasion the Sparviere brig, of 8 guns and 98 men, was captured\*.

On his return home from the Mediterranean, Mr. Saumarez joined the Daphne 20, in which ship he served on the Baltic station, under the orders of his highly distinguished uncle, for nearly two years. On quitting the Daphne, he received the following handsome testimonial:—

“This is to certify, that Mr. Richard Saumarez served as master’s-mate on board H. M. S. Daphne, under my command, from the 15th day of October, 1810, to the 26th September, 1812, during which time he had constantly charge of a watch, and conducted himself with so much care and ability, displaying such knowledge in his profession, both as a sailor and a navigator, that I beg leave to recommend him as a young officer of great promise, and highly deserving of promotion. Given under my hand, in Hano Bay, this 26th day of September, 1812.

(Signed) “P. PRON, Captain.”

During the above period, Mr. Saumarez was present at an attack made by the enemy upon Dantzic; and he afterwards conveyed to the commander-in-chief the official despatches relative to the battle of Borodino. He obtained the rank of

---

\* See Vol. II. Part I. pp. 267—269.



lieutenant Dec. 5th, 1812; and was appointed to the Bacchante frigate, on the Mediterranean station, Feb. 2d, 1813. His subsequent services in the Adriatic are detailed in another official document, of which the following is a copy:—

“ *H. M. S. Milford, Trieste, Feb. 14th, 1814.*

“ This is to certify, that Mr. Richard Saumarez, second lieutenant of *H. M. S. Bacchante*, commanded by Captain William Hoste, conducted a considerable body of Croatian troops\* from the Bocca di Cattaro to Fiume, where he arrived at a period when such a force was most urgently required, not only for the protection of the town, but also to co-operate with the army of General Nugent at the siege of Trieste.

“ Lieutenant Saumarez having offered his services at the said siege, was present at the surrender, and sent by me to the Prince Maximilian, with the terms of the capitulation. He then had orders to proceed with despatches for Captain Hoste. Finding, from the contrary winds and strong currents, the transport-vessel in which he was embarked could not proceed to the place of rendezvous, he quitted it for an open boat, and by pulling along the coast, from Lissa to the anchorage off Melida, he arrived in Nov. 1813, not without considerable risk, he having been forced by the violent gales then prevailing to take refuge for three days upon a barren and uninhabited island, between Lissa and Curzola. Through these means the despatches were delivered which led to the immediate attack, and ultimate surrender, of the fortress of Cattaro.

“ During the latter siege, Lieutenant Saumarez was the senior officer of the *Bacchante* employed on shore in the direction of the batteries, and, under the instructions of Captain Hoste, carried on the capitulation with General Gauthier, which led to its surrender to the allied forces.

(Signed) “ THOMAS F. FREMANTLE, Rear-Admiral.”

Lieutenant Saumarez also assisted at the reduction of Ragusa, in Jan. 1814 †; and subsequently proceeded in the *Bacchante*, under the command of Captain Francis Stanfell, to Bermuda and North America. The services in which he participated whilst on the latter station, have been mentioned at p. 72 *et seq.* of Suppl. Part II. He returned home first lieutenant of that frigate, and was paid off at Portsmouth, in July, 1815. The following is an extract of the minutes of the Royal Humane Society, dated Aug. 15th in the same year:

---

\* Part of the late garrison of Fort Espagnol, see Vol. II. Part I. p. 478.

† See *id.* p. 480.

“ The committee having taken into consideration the very meritorious and highly laudable conduct of Lieutenant Richard Saumarez, of H. M. S. *Bacchante*, in voluntarily risking his own life under circumstances of the greatest peril, to save that of Robert Taylor, a seaman on board the same ship, who had fallen overboard when between Malta and Sicily, on the 10th day of May, 1814 :

“ Resolved, that this committee particularly recommend to the general court to award the honorary medallion of the society to Lieutenant Richard Saumarez, as a testimony of their unfeigned admiration of his noble and gallant conduct.

(Signed) “ T. J. PETTIGREW, Reg<sup>r</sup>. and Sec<sup>y</sup>.”

On the 10th of April, 1818, Lieutenant Saumarez, then at Vienna, received a letter from Prince Metternich, announcing that the Emperor of Austria, “ in consideration of the signal services which he had rendered in the campaign of 1813,” and which had been borne testimony to by the Duke of Modena, had deigned to confer on him the Cross of a Knight of the Order of Leopold. In Dec. following, he was appointed to the *Sybill* 44, bearing the flag of Sir Home Popham, on the Jamaica station, where he received his commission as commander, appointing him to the *Beaver* sloop, May 19th, 1819.

On his return from the West Indies, Captain Saumarez submitted to the Admiralty some observations on the yellow fever, of which he had experienced three attacks in the course of one year, and was informed by the secretary, that “ their Lordships were pleased with the attention he had given to this highly important subject. In April, 1821, he received the thanks of the Committee of West India Merchants, “ for the interesting information conveyed in his letter of the 16th” of that month, as to the most eligible track to be pursued by their homeward bound shipping.

Captain Saumarez was advanced to post rank on the 17th of April, 1824. His brother, acting Commander Thomas Saumarez, died at the island of Ascension, May 19th, 1823, only seven days after his appointment to the *Bann* of 20 guns.

*Agent.*—J. Hinxman, Esq.

---

### WILLIAM FANSHAWE MARTIN, Esq.

ELDEST son of Admiral Sir Thomas Byam Martin, G. C. B. Comptroller of the Navy, and M. P. for Plymouth. He was made a lieutenant, Dec. 15th, 1820; commander, into the Fly sloop, on the South American station, Feb. 8th, 1823; and post-captain, June 5th, 1824. He married, in July, 1826, Ann, youngest daughter of Lord Chief Justice Best.

---

### HON. GEORGE ROLLE WALPOLE TREFUSIS.

THIRD son of the late Lord Clinton, by Marianne Gaulis, a Swiss lady; and brother to the present peer.

This officer was born April 8th, 1793; made lieutenant, into the Ethalion frigate, Captain Edmund Heywood, Dec. 10th, 1813; advanced to the rank of commander, May 2d, 1816; appointed to the Redwing sloop, Nov. 8th, 1821; and posted June 24th, 1824. On this latter day, it was determined by the Admiralty, that "*officers appointed to command ships of the sixth rate and upwards should in future be styled Captains* \*."

Captain Trefusis has recently embarked on board the Gannet sloop, for a passage to Bermuda, from whence he is to bring home the Winchester, now bearing the flag of Vice-Admiral Colpoys, commander-in-chief on the Halifax and West India stations.

*Agent.*—Sir F. M. Ommanney.

---

### JAMES MONTAGU, Esq.

THIS officer, the youngest son of the late Admiral Sir George Montagu, G. C. B., was born April 10th, 1791, and made a lieutenant Aug. 17th, 1810; previous to which he had assisted at the capture and destruction of a French con-

---

\* New Regulations, Chapter II. Sect. IV. Art. I.



voy in the bay of Rosas, by the boats of the squadron under Captain Hallowell (now Sir Benjamin H. Carew) \*. We next find him serving under Captain Murray Maxwell, at the capture of la Pomone frigate, from Corfu bound to Trieste, Nov. 29th, 1811 †. His subsequent appointments were, Aug. 23d, 1813, to the Sceptre 74, bearing the flag of Rear-Admiral Cockburn, on the North American station; June 7th, 1814, to the command of the Adder sloop; Mar. 31st, 1819, to the Brisk of 10 guns; and April 9th, 1819, to the Rifleman 18; in which vessel he was serving, on the Halifax station, when promoted to the rank of captain, July 17th 1824.

*Agent.*—Sir F. M. Ommanney.

---

### HON. RICHARD SAUNDERS DUNDAS.

THIS officer is the second son of Viscount Melville, K. T. &c. &c. &c. by Miss Saunders, grand-niece and co-heiress of Admiral Sir Charles Saunders, K. B. who died December 3d, 1775. He was born April 11th, 1802; made lieutenant June 18th, 1821; appointed to the Active 46, Captain Andrew King, Dec. 24th, 1821; to the Owen Glendower 42, Captain the Hon. Robert C. Spencer, Feb. 25th, 1822; and to the Sparrowhawk 18, Captain Edward Boxer, Sept. 9th, 1822; promoted to the command of the same sloop, on the Halifax station, June 23d, 1823; and advanced to the rank of captain, while serving in the Mediterranean, July 17th, 1824. His next appointment was, Sept. 13th, 1825, to the Volage 28, in which ship he visited Madeira, Teneriffe, the Cape of Good Hope, Trincomalee, Madras, Pondicherry, and New South Wales, where he assumed the command of the Warspite 76, on the demise of Commodore Sir James Brisbane, in Dec. 1826.

From Sidney Cove, Captain Dundas proceeded with the

---

\* See Suppl. Part III. p. 159.

† See Vol. II. Part II. p. 803 *et seq.*

Volage in company, through Cook's Straits, to Valparaiso, where he arrived on the 19th Feb. 1827. After a short stay on the west coast of South America, he rounded Cape Horn, touched at Rio Janeiro, and then returned to England, making the passage from the latter place to Spithead in 49 days. He subsequently visited Lisbon, and appears to have retained the command of the Warspite, (the first British ship of her class that ever circumnavigated the globe) until Oct. 1827. In the following year, he was appointed private secretary to his father, then presiding at the Board of Admiralty; and on the 30th of Nov. 1830, we find him commissioning the Belvidera 42, at Portsmouth.

---

### JOHN FILMORE, Esq.

THIS officer was made a lieutenant, Jan. 16th, 1808; and we first find him serving under Commodore Edward H. Columbine, at the capture of Senegal, in July, 1809\*. He returned home acting captain of the Crocodile frigate; and was promoted to the rank of commander, by commission dated June 18th, 1811 †. His last appointments were, in the summer of 1822, to the Ordinary at Plymouth; and, May 30th, 1823, to the Bann sloop, then employed on the African station. Finding on his arrival at Cape Coast, that Commodore Sir Robert Mends had died nearly six weeks before, he immediately appointed himself to the Owen Glendower frigate, and assumed the chief command. His commission as captain, however, was not confirmed by the Admiralty, nor did he obtain promotion to that rank, until Aug. 20th, 1824; previous to which he had returned home for the recovery of his health.

*Agents.*—Messrs. Cooke, Halford, and Son.

---

\* See Suppl. Part III. p. 7, *et seq.*

† See *id.* note at p. 9.

‡ See Captain PERCY GRACE.

### THOMAS PRICKETT, Esq.

WAS made commander, Jan. 30th, 1813; appointed to the Teaser brig, Mar. 25th, 1814; to the Victor sloop, fitting out for the coast of Africa, Aug. 9th, 1823; and advanced to the rank of captain Aug. 20th, 1824. Whilst on the above station, he cruised with some success against the slave traders, and was for a short time the senior officer, during which he "rendered cordial co-operation and assistance to Lieutenant-Colonel Sutherland," then commanding at Cape Coast Castle, and threatened with an attack by the King of Ashantee, who was rapidly approaching with 10,000 men, to form a junction with the body already encamped near that fortress.

*Agents.*—Messrs. Barnett and King.

---

### WILLIAM SIMPSON, Esq.

BROTHER to Captain Robert Simpson, who died in command of the Cleopatra frigate, on the Halifax station, about June, 1808.

This officer entered the navy in 1799, as midshipman on board the Isis 50, flag-ship of Vice-Admiral (afterwards Sir Andrew) Mitchell; obtained a lieutenant's commission, Nov. 26th, 1807; and was first of the Cleopatra, then commanded by the present Sir John Brooke-Pechell, Bart. at the capture of la Topaze French frigate, Jan. 23d, 1809\*. He was made a commander, April 22d, 1811; appointed to the Gannet sloop, on the Irish station, July 28th, 1821; and advanced to the rank of captain, Oct. 14th, 1824.

*Agent.*—T. Collier, Esq.

---

\* See Suppl. Part I. p. 364.



### ROBERT HERIOTT BARCLAY, Esq.

Is the son of the Rev. Peter Barclay, D. D. and was born at Kettle Manse, in Fifeshire, N. B. Sept. 18th, 1786. He entered the navy in May, 1798; and served the whole of his time as midshipman, under Captain (now Sir Philip C. Henderson) Durham. He was consequently present at the capture of *la Flore* French 36, off Bourdeaux, Sept. 6, 1798; at the defeat of Mons. Bompard, near the coast of Ireland, Oct. 12th following; at the capture of *la Loire* frigate, on the 18th of the same month\*; at the landing of arms, &c. for the royalists on the coast of *la Vendee*, in 1799; at the capture of a French letter of marque, a privateer of 18 guns and 194 men, two large Spanish gun-vessels, and seven sail of merchantmen (the latter taken under the batteries between *Tariffa* and *Algeziras*) in 1800; and at the capture of *la Furie* French privateer, April 13th, 1801 †.

Mr. Barclay passed his examination at Malta, in Dec. 1804; was received on board the *Victory* first rate, bearing the flag of Viscount Nelson, in Feb. 1805; and appointed by his lordship acting lieutenant of the *Swiftsure* 74, Captain William Gordon Rutherford, in the month of March following. His appointment to that ship was confirmed by the Admiralty ten days previous to the battle of *Trafalgar*; on which occasion she was engaged with *l'Achille* French 74, and sustained a loss of 17 men killed and wounded. A subsequent perilous service performed by Lieutenant Barclay and others is thus noticed in *James's Naval History*, Vol. IV. p. 124:—

“During the whole of the 22d Oct., the wind blew fresh from the southward, with repeated squalls. At 5 p. m., the *Redoubtable* 74, in tow by the *Swiftsure*, being actually sinking, hoisted a signal of distress. The

---

\* See Vol. I. Part I. p. 171, and Part II. p. 452.

† See Suppl. Part III. p. 132 *et seq.*

latter ship immediately sent her boats, and brought off part of the prize-crew and about 120 Frenchmen, which were as many as the boats would contain. At 10-30 P. M., the Redoubtable being with her stern entirely under water, the Swiftsure cut herself clear. At about midnight, the wind shifted to N. W., and still blew a gale. At 3-30 A. M. on the 23d, attracted by the cries of the people, the Swiftsure again sent her boats, and, from three rafts which the French crew, amidst a dreadful night of wind, rain, and lightning, had constructed from the spars of their sunken ship, saved fifty more of the sufferers. The remaining survivors of the Redoubtable's late officers and crew, thirteen of the Temeraire's men, and five of the Swiftsure's, perished in her."

The Swiftsure was paid off, at Portsmouth, towards the end of 1807; and Lieutenant Barclay was soon afterwards appointed second of the Diana frigate, Captain Charles Grant, employed on channel service. While serving under that officer, he was upset in a six-oared cutter, between Sandwich Bay and Ramsgate, at a distance of three miles from the shore, but providentially preserved, with all his companions, by another boat which came out from the latter place on witnessing the accident.

Shortly after this remarkable escape, Lieutenant Barclay commanded a detachment of boats, and lost his left arm, in an attack upon a French convoy going from Nantz to Rochfort, with supplies for the enemy's squadron. In 1809, he was granted a pension for the loss of his limb, and sent to Halifax on promotion. Unfortunately for him, however, a change soon took place in the naval administration, and four years more elapsed before he obtained advancement. From the period of his arrival on that station he served as first lieutenant of the *Æolus* and *Iphigenia*, frigates, until Nov. 1812, when he was again ordered thither, with another official recommendation in his favor. Early in 1813, we find him appointed by Sir John Borlase Warren to the naval command on the Canadian lakes, and directed to conduct a small party of officers overland from Halifax to Quebec.

Could the Admiral have spared some British seamen as well as officers, it is probable that the Americans might have been attacked with success on their return from the capture of

York; but, as it was, acting Commander Barclay's whole attention was necessarily confined to the equipment of a squadron at Kingston, on Lake Ontario, where he arrived just before the commencement of the enemy's operations against the infant capital of Upper Canada. The only British armed vessels then on that lake were the Royal George of 20 guns, a brig of 14 guns, and three schooners, all manned by fresh-water sailors, and commanded by a very incompetent provincial officer. In the beginning of May, another 20-gun ship was launched, and named the Wolfe; and by the end of the same month, Sir James Lucas Yeo having arrived from England, with 4 commanders, 8 lieutenants, 24 midshipmen, and about 450 picked seamen, the whole were ready for active service.

The subject of this memoir was now appointed to the command of the naval force on Lake Erie; an appointment which Captain William Howe Mulcaster, another of Sir James L. Yeo's officers, had declined accepting, *on account of the exceedingly bad equipment of the vessels*, five in number, but not equal in aggregate force to a British 20-gun ship.

After co-operating for a short time with the troops retreating from the Niagara frontier, Captain Barclay proceeded to Amherstburg, where he arrived with only four commissioned officers and nineteen seamen, about the middle of June, at which time the enemy's naval force on Lake Erie consisted of seven vessels, all well equipped and manned, under the orders of Captain Oliver Hazard Perry, of the United States navy. By the end of August, each of the rival squadrons was augmented,—the American by two brigs, of about 460 tons each, built at Presqu' Isle; and the British, by a ship named the Detroit, of about 305 tons, which Captain Barclay had found on the stocks at Amherstburg, and used every energy to get launched. The following authentic statement will place the superiority of the enemy beyond a doubt:



## BRITISH SQUADRON.

		Long Guns.							Carronades.				
		32-pounders.	24-pounders.	18-pounders.	12-pounders.	9-pounders.	6-pounders.	4-pounders.	2-pounders.	32-pounders.	24-pounders.	18-pounders.	12-pounders.
<i>Detroit</i> , .....	ship	..	2	1	6	8	..	..	..	..	1	1	..
<i>Queen Charlotte</i> , ..	ditto	..	..	..	3	..	..	..	..	..	14	..	..
<i>Hunter</i> , .....	brig	..	..	..	..	..	2	4	2	..	..	..	2
<i>Lady Prevost</i> , .....	schooner	..	..	..	..	3	..	..	..	..	..	..	10
<i>Chippeway</i> , .....	ditto	..	..	..	..	1	..	..	..	..	..	..	..
<i>Little Belt</i> , .....	sloop	..	..	..	..	1	2	..	..	..	..	..	..
		..	2	1	9	13	4	4	2	..	15	1	12

The long 18-pounder, one long 12-pounder, three long nines, and two of the carronades, were mounted on traversing carriages. The fort of Amherstburg was stripped of its guns, in order to arm the *Detroit*.

## AMERICAN SQUADRON.

<i>Lawrence</i> , .....	brig	..	..	..	2	..	..	..	..	18	..	..	..
<i>Niagara</i> , .....	ditto	..	..	..	2	..	..	..	..	18	..	..	..
<i>Caledonia</i> , .....	ditto	..	2	..	..	..	..	..	..	1	..	..	..
<i>Ariel</i> , .....	schooner	..	..	..	4	..	..	..	..	..	..	..	..
<i>Porcupine</i> , .....	ditto	1	..	..	..	..	..	..	..	..	..	..	..
<i>Scorpion</i> , .....	ditto	1	1	..	..	..	..	..	..	..	..	..	..
<i>Summers</i> , .....	ditto	..	1	..	..	..	..	..	..	1	..	..	..
<i>Tigress</i> , .....	ditto	1	..	..	..	..	..	..	..	..	..	..	..
<i>Trippe</i> , .....	ditto	..	1	..	..	..	..	..	..	..	..	..	..
		3	5	..	8	..	..	..	..	3 <sup>2</sup>	..	..	..

The guns of the *Caledonia*, and of all the American schooners, were mounted on pivots; the broadside weight of metal on the part of the enemy was consequently 928 pounds,—on that of the British only 478. The former had at least 580 picked men; the latter not more than 345 persons of every description.

Early in September, 1813, Captain Barclay received a small draught of seamen from the *Dover* troop-ship, then in the river St. Lawrence; and on the 12th of the same month, he reported to Sir James L. Yeo the disastrous result of a conflict between his squadron and the more formidable force under Captain Perry. The following is a copy of his official statement:

“ Sir,—The last letter I had the honor of writing to you, dated the 6th instant, informed you, that unless certain intimation was received of more seamen being on their way to Amherstburg, I should be obliged to sail with the squadron, deplorably manned as it was, to fight the enemy (who blockaded the port) to enable us to get supplies of provisions and stores of every description; so perfectly destitute of provisions was the port, that there was not a day’s flour in store, and the crews of the squadron were on half allowance of many things. Such were the motives which induced Major-General Proctor (whom by your instructions I was directed to consult, and whose wishes I was enjoined to execute, as far as related to the good of the country) to concur in the necessity of a battle being risked, notwithstanding the many disadvantages under which I laboured; and it now remains for me the most melancholy task to relate to you the unfortunate issue of that battle, as well as the many untoward circumstances which led to that event.

“ No intelligence of seamen having arrived, I sailed on the 9th instant, fully expecting to meet the enemy next morning, as they had been seen among the islands; nor was I mistaken. Soon after day-light, they were seen in motion in Put-in-Bay, the wind then at S. W. and light, giving us the weather-gage. I bore up for them, in hopes of bringing them to action among the islands; but that intention was soon frustrated, by the wind suddenly shifting to the S. E., which brought the enemy directly to windward.

“ The line was formed according to a given plan, so that each ship might be supported against the superior force of the two brigs opposed to them\*. About 10 A. M., the enemy had cleared the islands, and immediately bore up, in a line abreast, each brig being also supported by small vessels. At a quarter before 12, I commenced the action, by firing a few long guns; about a quarter past, the American commodore, supported by two schooners, one carrying four long 12-pounders, the other a long 32 and a 24-pounder, came to close action with the Detroit; the other brig, apparently destined to engage the Queen Charlotte, kept so far to windward as to render the Queen Charlotte’s carronades useless, while the latter was, with the Lady Prevost, exposed to a heavy and destructive fire of the Caledonia and four schooners, armed with long and heavy guns like those I have already described.

“ Too soon, alas! was I deprived of the services of the noble and intrepid Captain Finnis, who fell soon after the commencement of the action, and with him fell my greatest support. Lieutenant Thomas Stokoe of the same ship, was also struck senseless by a splinter, which deprived the country of his services at this very critical period. Provincial Lieutenant Irvine, who then had charge of the Queen Charlotte, behaved with

---

\* The Lawrence and Niagara.

great courage, but his experience was much too limited to supply the place of such an officer as Captain Finnis; hence she proved of far less assistance than I expected.

“The action continued with great fury until half-past 2 P. M., when I perceived my opponent drop astern, and a boat passing from him to the Niagara, which vessel was at this time perfectly fresh. The American commodore seeing that as yet the day was against him (his vessel having struck soon after he left her), also the very defenceless state of the Detroit (now a perfect wreck, principally from the raking fire of the gun-boats), and likewise that the Queen Charlotte was in such a situation that I could receive very little assistance from her, and the Lady Prevost being at this time too far to leeward, from her rudder being injured, made a noble and, alas! too successful an effort, to regain it. He bore up, and, supported by his small vessels, passed within pistol-shot, and took a raking position on our bow;—nor could I prevent it, as the unfortunate situation of the Queen Charlotte hindered us from wearing. My gallant first lieutenant (John) Garland, was now mortally wounded, and myself so severely that I was obliged to quit the deck. *Manned as the squadron was, with not more than fifty British seamen, the rest a mixture of Canadians and soldiers, who were totally unacquainted with such service,* rendered the loss of officers more sensibly felt, and never in any action was the loss more severe; every officer commanding a vessel, and his second, was either killed, or wounded so severely as to be unable to keep the deck.

“Lieutenant (Edward Wise) Buchan, in the Lady Prevost, behaved most nobly, and did every thing that a brave and experienced officer could do in a vessel armed with 12-pounder carronades, against vessels carrying heavy long guns. I regret to state that he was severely wounded; Lieutenant Bignell, of the Dover, commanding the Hunter, displayed the greatest intrepidity; but his guns being small, he could be of much less service than he wished.

“Every officer in the Detroit behaved in the most exemplary manner. Lieutenant Inglis shewed such calm intrepidity, that I was fully convinced I left the ship in excellent hands, on my quitting the deck; and for an account of the battle after that, I refer you to his letter which he wrote me, for your information.

“Mr. (J. M.) Hoffmeister, purser of the Detroit, nobly volunteered his services on deck, and behaved in a manner that reflects the highest honor on him. I regret to add, that he is very severely wounded in the knee.

“Provincial Lieutenant (Francis) Purvis, and the military officers, Lieutenants Garden, of the Royal Newfoundland Rangers, and O’Keefe, of H. M. 41st regiment, behaved in a manner which excited my warmest admiration: the few British seamen I had, behaved with their usual intrepidity, and as long as I was on deck the troops behaved with a calmness and courage worthy of a more fortunate issue to their exertions.



“The weather-gage gave the enemy a prodigious advantage, as it enabled them not only to choose their position, but their distance also, which they did in such a manner as to prevent the carronades of the Queen Charlotte and Lady Prevost from having much effect; while their long guns did great execution, particularly against the Queen Charlotte.

“Captain Perry has behaved in a most humane and attentive manner, not only to myself and officers, but to all the wounded.

“I trust that, although unsuccessful, you will approve of the motives that induced me to sail under so many disadvantages, and that it may be hereafter proved that, under such circumstances, the honor of his Majesty’s flag has not been tarnished. I have the honor to be, &c.

(Signed) “R. H. BARCLAY.”

(ENCLOSURE.)

“*H. M. late Ship Detroit, Sept. 10th, 1813.*

“Sir,—I have the honor to transmit you an account of the termination of the late unfortunate battle with the enemy’s squadron.

“On coming on the quarter-deck, after your being wounded, the enemy’s second brig, at that time on our weather beam, shortly afterwards took a position on our weather bow to rake us; to prevent which, in attempting to wear, to get our starboard broadside to bear upon her, a number of the larboard guns being then disabled, we fell on board the Queen Charlotte, running up to leeward of us, and in this situation the two ships remained for some time. As soon as we got clear of her, I ordered the Queen Charlotte to shoot ahead of us if possible, and attempted to back our fore-top-sail to get astern; but the ship lay completely unmanageable, every brace cut away, the mizen-top-mast and gaff down, all the other masts badly wounded, not a stay left forward, hull shattered very much, a number of the guns disabled, the enemy’s squadron raking both ships ahead and astern, and none of our own in a situation to support us, I was under the painful necessity of answering the enemy, to say we had struck, the Queen Charlotte having previously done so. I have the honor to be, &c.

(Signed) “GEORGE INGLIS, Lieut.”

“*To Captain Barclay, &c.*”

Of 345 officers, sailors, soldiers, provincialists, and boys, the total number on board the British squadron, no less than 41 were slain and 94 wounded. Captain Barclay’s remaining arm was injured, and a part of his thigh cut away. Amongst the other officers who suffered were Lieutenant S. James Garden, of the Newfoundland Rangers, killed; and Lieutenants George Bignell and F. Rolette (R. N.), Henry Gateshill

and J. Campbell (master's-mates), and James Foster (midshipman), wounded. The gallant commander of the *Lady Prevost* died of his wounds, at Fort Fayette, Upper Canada, in 1814.

The loss sustained by the enemy was 27 killed and 96 wounded, and it would have been still greater but for the complete success of a *ruse de guerre* practised on board Captain Perry's brig, the *Lawrence*. This was no other than hauling down the colours to obtain quarter, and re-hoisting them at a convenient opportunity, to resume the combat! "It was with unspeakable pain," says the American commodore, "that I saw soon after I got on board the *Niagara*, the flag of the *Lawrence* come down, although I was perfectly sensible that she had been defended to the last, and that to have continued to make a show of resistance, would have been a wanton sacrifice of her brave crew. But the enemy was not able to take possession of her, and circumstances soon permitted her flag again to be hoisted. The *Lawrence* has been entirely cut up: it is absolutely necessary she should go into a safe harbour. I have therefore directed Lieutenant Yarnall to proceed to Erie in her, with the wounded of the fleet, and to dismantle and get her over the bar as soon as possible."

Captain Barclay's commission as commander was not confirmed until Nov. 19th, 1813; the intelligence of his disaster arrived at the Admiralty, Feb. 8th, 1814; and his trial, for the loss of the Lake Erie flotilla, took place at Portsmouth, on the 16th Sept. in the same year, previous to which he had been requested by the inhabitants of Quebec to accept a piece of plate, with an appropriate inscription, value 100 guineas. The court-martial pronounced the following sentence:—

"That the capture of His Majesty's late squadron was caused by the very defective means Captain Barclay possessed to equip the vessels on Lake Erie; the want of a sufficient number of able seamen whom he had repeatedly and earnestly requested of Sir James L. Yeo to be sent to him; the very great superiority of the enemy to the British squadron, and the unfortunate early fall of the superior officers in the action. That it appeared that the greatest exertions had been made by Captain Barclay in equipping and getting into order the vessels under his command; that he

was fully justified, under the existing circumstances, in bringing the enemy to action; that the judgment and gallantry of Captain Barclay in taking his squadron into battle, and during the contest, were highly conspicuous, and entitled him to the highest praise; and that the whole of the officers and men of His Majesty's late squadron conducted themselves in the most gallant manner; and did adjudge the said Captain Robert Heriot Barclay, his surviving officers, and men, to be MOST FULLY AND HONORABLY ACQUITTED."

After this investigation, the Canada merchants in London voted an increase of 400 guineas to the sum already subscribed by the inhabitants of Quebec, for the purchase of plate to be presented to Captain Barclay. On one of the largest pieces, the following inscription is engraved:

"Presented to Captain Robert H. Barclay, of His Majesty's royal navy, by the inhabitants of Quebec, in testimony of the sense they justly entertain of the exalted courage and heroic valour displayed by him, and by the officers, seamen, and soldiers, of the flotilla under his command, in an action with a greatly superior force of the enemy, upon Lake Erie, on the 10th day of September, 1813; when the presence of a few additional seamen was only wanting to have effected the total discomfiture of the hostile squadron. Of Captain Barclay it may most truly be said, that although he could not command victory, he did more—he nobly deserved it!"

On another large piece, an inscription is likewise engraved, expressive of the sentiments of the Canada merchants in London, whose spontaneous mark of their sense of Captain Barclay's zeal in the execution of his duty, could not but be most highly gratifying to him—because, in his defeat their interest was most deeply involved.

It is believed, that a discussion on the Lake Erie affair, in both Houses of Parliament, together with the pending trial of Lieutenant-General Sir George Prevost, if not of Commodore Sir James L. Yeo also, prevented Captain Barclay's promotion to post rank at the close of the war with America. He consequently remained a commander ten years longer, and was employed only four or five months during the whole of that period. His last appointment was April 12th, 1824, to the *Infernal* bomb, fitting out for the Mediterranean station, from whence he returned in the ensuing autumn, on the amicable termination of the war against Algiers. His commission as captain bears date Oct. 14th, 1824.



This officer married, Aug. 11th, 1814, Miss Agnes Cosser, of Millbank Street, Westminster, and has several sons and daughters. The present amount of his pension, for wounds, is 400*l.* per annum.

---

### ALEXANDER DUNDAS YOUNG ARBUTHNOT, Esq.

WAS made a lieutenant, Oct. 26th, 1809; and commander, while serving in the Impregnable 98, Captain Charles Adam, June 27th, 1814; appointed to the Jasper sloop, April 24th, 1823; advanced to the rank of captain, Oct. 14th, 1824; and appointed a Gentleman of the Privy Chamber to His late Majesty George IV. Nov. 2d. in the same year.

*Agent.*—J. Hinxman, Esq.

---

### ADOLPHUS FITZ-CLARENCE, Esq.

*Groom of the Robes to His Majesty the King.*

WE first find this officer joining the Spartan 46, Captain William Furlong Wise, C. B. in Mar. 1818. He was made a lieutenant, April 23d, 1821; appointed to the Euryalus 42, Captain (now Sir Augustus J. W.) Clifford, C. B., Oct. 22d following; promoted to the rank of commander, May 17th, 1823; appointed to the Brisk sloop, Dec. 26th in the same year; removed to the Redwing 18, on the 28th Feb. 1824; advanced to the rank of captain, Dec. 24th, 1824; appointed to the Ariadne 26, on the 9th Feb. 1826; to the Challenger 28, on the 2d July, 1827; to the Pallas 42, on the 28th Aug. 1828; to the Royal George yacht, July 22d, 1830; and to be Groom of the Robes to King William IV. with rank as Groom of the Bedchamber, on the 24th of the same month.

The Brisk and Redwing were both employed on the North Sea station; the Ariadne in the Mediterranean; and the Challenger in conveying the Earl of Dalhousie, late Governor-General of Canada, from Quebec to England; she also visited Lisbon while under the command of Captain Fitz-Clarence. The Pallas conveyed the above nobleman (now

commander-in-chief in the East Indies) and the Bishop of Calcutta, from Portsmouth to Bengal; brought home General Viscount Combermere and his staff; and was subsequently ordered to Halifax, from whence she returned with Colonel and Mrs. Fox, passengers, in Sept. 1830.

*Agents.*—Messrs. Stillwell.

### ISHAM FLEMING CHAPMAN, Esq.

SON of the late Isham Chapman, Esq. more than half a century in the employ of the Board of Customs, at Cowes, who died Dec. 23d, 1829, aged 81 years.

This officer was made a lieutenant into the *Invincible* 74, Captain (now Vice-Admiral) Ross Donnelly, Feb. 11th, 1808. The following is an extract of a letter from Captain Maclean, of H. M. 94th regiment, to Lieutenant-General Graham (now Lord Lynedoch) reporting the evacuation of Fort Matagorda, near Cadiz, in April, 1810\*.

“I request, Sir, you will state to the Admiral, how highly sensible I am of the handsome manner in which Lieutenants Chapman and M'Pherson, of the royal navy, and one or two others, whose names I cannot now recollect, volunteered their services during the heaviest of the fire. Mr. George Dobson, midshipman of the *Invincible*, had charge of the seamen under my command during the whole time, and I beg you, Sir, to recommend him to the Admiral, as a very excellent and brave officer.”

Lieutenant Chapman subsequently served as first of the *Royal George* 100, *Curaçoa* frigate, and *Edinburgh* 74, on the Mediterranean station; from whence he returned home in the latter ship, under the command of Captain John Lampen Manley, towards the close of 1814. His advancement to the rank of commander took place Aug. 31st, 1815; and his next appointment appears to have been, Dec. 29th, 1818, to the *Nautilus* 18, which sloop was first employed on the St. Helena station, and afterwards in the West Indies.

On the 18th Jan. 1821, Captain Chapman was appointed by

---

\* See Vol. I. Part I. p. 240.

Sir Charles Rowley to the acting command of the *Euryalus* 42, from which frigate he returned to the *Nautilus* on the 21st of April following. In May, 1822, he paid that sloop off, at Portsmouth; and in Jan. 1823, received a commission appointing him to the *Espiegle*, of similar force, on the Cape of Good Hope station, where he was promoted to the command of the *Ariadne* 26, in Oct. 1824. His appointment to that ship, occasioned by the death of Commodore Nourse, C. B. was confirmed at home on the 29th December following.

In the early part of 1824, Captain Chapman examined the western coast of Africa, from the Cape of Good Hope to St. Felipe de Benguela, in lat.  $14^{\circ} 36'$  S.; and discovered two rivers, not laid down in any chart, to which he gave the names of "Somerset" and "Nourse," the former in lat.  $22^{\circ} 40'$ , about thirteen miles north of Walvisch Bay, and the latter in  $17^{\circ} 10'$  S. He also met with two columns, still perfect, erected by Bernardo Diaz, in the year 1486. The Cape Gazette of July 3, 1824, contains an epitome of this survey.

On the 19th Jan. 1826, a court-martial was assembled in Portsmouth harbour, to try Captain Chapman on the charges and allegations hereafter recited.

It appears that the trial originated in Mr. Alexander M'Coy, the purser of the *Espiegle*, having refused, when Captain Chapman gave up the command of that sloop, to sign the customary certificate, signifying that his captain had given him every facility in the execution of his duty, and in the care of the ship's provisions and victualling stores;—without which certificate Captain Chapman could not pass his accounts. Mr. M'Coy, in justification of his own conduct, transmitted to Captain Constantine Richard Moorsom, then the senior officer on the Cape station, a copy of nine allegations of misconduct on the part of Captain Chapman; the original of which he sent to the Victualling Board. The Lords of the Admiralty, in consequence, on the arrival of the *Ariadne* in England, ordered three captains to form a court of enquiry into the truth of the statements made. Captain Chapman refused to submit to this tribunal, and requested that the charges might be publicly investigated. A court-



martial was accordingly directed to assemble, and Mr. M'Coy ordered to attend it and give his evidence, and then to go on as prosecutor of the enquiry, in support of his allegations, which now assumed the nature of charges, and were as follow :—

*First*—For preventing Mr. M'Coy from having a direct communication with him. *Second*—For having ordered fifty bags of bread to be stowed between decks, in the bows, without any other protection than a sail ; in consequence of which, the bread was trampled on by the seamen in getting in and out of their hammocks, and a quantity was stolen or lost ; while, at the same time, Captain Chapman had taken out of the bread-room sufficient space to make himself a stair-case. *Third*—For having compelled the purser to subject himself to the penalties of the 18th article of his instructions, by obliging him to take on board eight puncheons of rum, after his provisions were complete. *Fourth*—For ordering the purser, through the senior lieutenant (Richard John Nash), to deliver to him, for his private use, fifty dollars of the public money. *Fifth*—For having refused a survey which was applied for on some decayed provisions. *Sixth*—For having, in a written order, imposed on Mr. M'Coy more than his regulated duties as purser. *Seventh*—For not having kept a sloop book, during the whole time he commanded the *Espiegle*, which he should have done, according to his instructions, as a check on the purser's issues, by which neglect Mr. M'Coy was obliged to pay out of his private money, for the sake of peace and quietness, the amount of some clothing, which part of the ship's company disputed having received. *Eighth*—For having taken up, through his servants, about 2000 pounds of beef more than his allowance. *Ninth*—For having, on the day he left the *Espiegle*, directed Lieutenant Nash not to allow the purser to quit the ship, though Mr. M'Coy represented that he had vouchers to get, and public duties to perform on shore.

This series of charges was followed up by a *tenth*, accusing Captain Chapman of having purchased at Zanzibar, on the coast of Africa, a young female slave, for the purposes of prostitution, which said negresse was suddenly and most unaccountably missed from on board the *Espiegle*, whilst that sloop was lying at anchor near the adjacent island of Mom-bass.

The evidence for the prosecution having closed on the afternoon of January 23d, Captain Chapman entered on his defence the next morning ; after which, and four hours spent in mature deliberation on the whole of the case, the Court pronounced the following sentence :—

“That the facts stated in the first and fifth objections have not been proved.—That the facts stated in the second, third, fourth, sixth, eighth, and ninth of the said objections, have been proved; but that Captain Chapman was justified in the conduct pursued by him relative to such said objections.—That the facts stated in the seventh objection have been proved.—That with respect to the fourth and sixth of the objections, they are frivolous and vexatious.—That the allegation respecting the purchase of a negresse, or female slave, on or about the 16th day of August, 1824, had been proved, but with respect to her sudden disappearance, the Court is of opinion, that although it is not accounted for, she must have escaped through the stern port, unknown to Captain Chapman; and the Court doth adjudge the said Captain I. F. Chapman to be dismissed from His Majesty’s service, and he is hereby dismissed accordingly.”

This sentence remained in force until the summer of 1828, at which period Captain Chapman was restored to his former rank in the navy.

*Agents.*—Messrs. Stillwell.

---

## PERCY GRACE, Esq.

THE antiquity of the family of Grace is of the very highest order. Descended from the ancient lords of Tuscany, it passed through Otho or Othoere, a powerful nobleman, contemporary with our Alfred, from Florence into Normandy, and thence into England; where, in the sixteenth year of Edward the Confessor, he is styled a baron, and was the father of Walter-Fitz-Other, who, at the general survey of the kingdom in 1078, was castellan of Windsor, and appointed by the Conqueror to be warden of the forests of Berkshire,—an office in those days of no small power and correspondent responsibility. The high honors and brilliant achievements of his descendants are reflected on the founder; and Other must always be illustrious, as the common ancestor of the noble houses of Windsor earl of Plymouth, Carew earl of Totness, and Carew baronet; Grace baron of Courtstown, and Grace baronet; Fitz-Maurice marquis of Landsdown and earl of Kerry; Gérard earl of Macclesfield, and Gerard baronet; Fitz-Gerald duke of Leinster, earl of Desmond, and Fitz-Gerald baronet; Mackenzie earl of Seaforth and Cromartie, and Fitz-Gibbon earl of Clare.

Upon the conquest of South Wales by the Anglo-Norman nobles, Gerald Fitz-Walter de Windsor (third son of Walter-Fitz-Other) acquired extensive possessions there; which some younger branches of his descendants quitted, to run a still more splendid race in Ireland. One of these was Raymond Fitz-William de Carew, surnamed le Gros (a grandson of

Gerald Fitz-Walter de Windsor), whose services were so conspicuously evident in securing the success of the invasion, that as they exacted from Strongbow, earl of Pembroke, so they certainly deserved, the hand of **Basilia de Clare**, sister to that aspiring chieftain, at this time become a prince by his own alliance with Eva, daughter and heiress of the king of Leinster.

Raymond Le Gros's marriage with this illustrious lady was no barren honor. With her he received that great district in Kilkenny, denominated from him the "Cantred of Grace's country," for his agnomen of Gros, given to him on account of his prowess, gradually became, first Gras, and then, by English pronunciation, Grace. With this possession was coupled the honor of constable and standard-bearer of Leinster, together with the lands of Fethard, Odrone, and Glasearrig. He was also Lord of Lereton, and Dermot Mac Carthy, king of Desmond, whom he restored to his throne, conferred upon him a noble territorial reward in the county of Kerry, which he settled upon Maurice, his second son, the founder of the Fitz-Maurice family. The evidence of national, official, and domestic records has already stood the test of a patient and uncompromising criticism; and the descent, from Raymond le Gros, to the late Michael Grace, of Gracefield, in the Queen's county, John Grace, of Mantua-House, co. Rosecommon, and Richard Grace, of Boley, M. P., has been manifested in a clear and regular series.

The estate forfeited by baron John Grace, of Courtstown, under William III., amounted to 32,870 acres of valuable land, of which about 8,000 acres, and the castle of Courtstown, lay within Tullaroan, or Grace's parish. At this period, some of the Graces, having followed the fortunes of the abdicated monarch, James, settled in France, and became founders of the family of De Grasse, a member of which commanded the fleet that was opposed to the British, under Sir George B. Rodney, on the glorious 12th of April, 1782. During the terrible civil wars of 1641, the resistance of Gerald Grace, of Ballylinch and Carney castles, to the protectoral government, was followed by his line being dispossessed of a landed inheritance, exceeding 17,000 acres, in the counties of Kilkenny and Tipperary, and the King's County. The loyalty of the family to the unfortunate house of Stuart, as it had been unimpeachable upon both these memorable occasions, was in each instance attended with most disastrous consequences to its prosperity. The swarm of adventurers led into Ireland by Cromwell were fortified in their acquisitions by the Act of Settlement; and the grantees of William III. have never been disturbed in their possessions. Thus, after a period of nearly five centuries and a half, during which the house of Butler alone (represented by the Marquis of Ormonde,) was paramount to that of Grace, the existence of the latter, as a Kilkenny family, may be said to terminate, as the small estate of Holdenstown is the only property they at present possess there. The representative of the Ballylinch branch was led by circumstances to become seated at Gracefield, in the Queen's



County; and his descendant is now, by the extinction of the direct line of Courtstown, the head of this family.

Most of the foregoing genealogical particulars are extracted from "MEMOIRS OF THE GRACE FAMILY," (printed for private distribution) by Sheffield Grace, Esq., L. L. D., F. S. A., Member of the Hon. Society of Lincoln's Inn, and brother to the subject of the following memoir.

Mr. *Percy Grace*, is the third and youngest son of the late Richard Grace, of Boley, Esq., M. P.\* (who, as a barrister-at-law, undertook the very important, confidential, and complicated trust, of singly managing, and extricating from litigation, the great Chandos estates in Ireland, vested in the late Duchess, to whom he was nearly allied), by his third cousin, Jane, youngest daughter of the Hon. John Evans, and granddaughter of the first Lord Carbery†.

He entered the royal navy at an unusually early age; and being placed under the care of Captain (afterwards Sir Thomas Francis) Fremantle, was a youngster on board the *Ganges* 74, commanded by that officer, at the sanguinary battle of Copenhagen, April 2d, 1801 †.

After serving for nearly four years, in different ships, on the Baltic, North Sea, Channel, West India, Halifax, and Irish stations, Mr. Grace joined the *Greyhound* frigate Captain Charles Elphinstone, then employed off Cherbourg, but subsequently ordered to the East Indies. Soon after his arrival there, in Dec. 1805, he was entrusted with the charge of a large recaptured ship, and sent in her to Calcutta. On his return from thence to Pulo-Penang, he was received on board the *Blenheim* 74, bearing the flag of Sir Thomas

---

\* Grandson of the above mentioned Michael Grace, of Gracefield.

† Michael Grace, of Gracefield, inherited, as co-heir at law, the *undivided* estates of the Sheffield family, in the counties of Sussex, Middlesex, and York. (*Burke's Peerage and Baronetage*, 3d edit. p. 329.) The Duchess of Chandos was sister to Richard Grace Gamon, of Minchenden, co. Middlesex, Esq., M. P. for Winchester more than thirty years, who was created a Baronet in April, 1795, with remainder to his cousin and nearest male relative, Richard Grace of Boley, M. P.

‡ See Vol. I. Part I. p. 365, *et seq.*

Troubridge, to wait for an opportunity of rejoining the Greyhound, which did not present itself until after the former ship, by striking on the southern extremity of the north sand at the entrance of the Straits of Malacca, had sustained the serious damage which led to her supposed ingulphment, near the island of Rodrigues, in Feb. 1807\*.

In the beginning of July, 1806, Mr. Grace (then again on board the Greyhound) assisted at the destruction of a Dutch armed brig, under the fort of Manado; and at the capture of another vessel of the same description, at the island of Tidore. On the 26th of the same month, he bore a part in an action with a Dutch squadron, which ended in the capture of the Pallas frigate and two East Indiamen, the latter armed for the purpose of war, and richly laden with the produce of the Moluccas:—on this occasion, he was officially recommended by Captain Elphinstone, as a “young officer deserving of promotion” †.

Sir Thomas Troubridge had previously allowed Mr. Grace to choose, whether he would remain in his flag-ship, or go back to the Greyhound for another cruise; promising, in either case, to take an early opportunity of promoting him. This promise he renewed just before his departure from India for the Cape of Good Hope, telling him, at the same time, that he might as well remain in the frigate a little longer, under the command of his son, Captain (now Sir Edward T.) Troubridge. By this arrangement, Mr. Grace providentially escaped the melancholy fate of all on board the Blenheim and her consort.

The Greyhound's anxious cruise in search of those ships has been noticed in our memoir of Sir E. T. Troubridge, with whom Mr. Grace continued, as master's-mate and acting lieutenant, until that officer was superseded by Captain the Hon. William Pakenham, who afterwards perished in the Saldanha frigate, at the entrance of Loughswilly ‡. Mr. Grace's appointment as acting lieutenant was given to him by Sir Edward Pellew, (now Viscount Exmouth) June 19th, 1807.

\* See Suppl. Part III. p. 315.

† See Suppl. Part I. p. 281.

‡ See *Nav. Chron.* V. 27, pp. 42 and 88.

We next find the Greyhound employed on the coast of Luconia, where she was wrecked, Oct. 11th, 1808. Returning to Prince of Wales's Island, on parole, in the Hon. Company's cruiser Discovery, after suffering three months' captivity at Manilla, Captain Pakenham, with part of his officers and crew, were again detained, by two French frigates \*, near the Straits of Singapore, and taken to Batavia. From thence, the captain was soon permitted to depart; but the officers and men, then under Lieutenant Grace, were kept for some time at Weltevreeden, a military post near that city; and afterwards suddenly marched to the fortress of Meester Cornelius, situated in a damp and unwholesome spot, where they were all closely confined for a period of nearly eight months; to answer for the acts of a person over whom they could have no controul. Their prison, we are informed, was a long barrack-room, covered with red tiles, having no cieling, nor any division whatever;—during the day it was intensely hot, and the tiles retained their heat long after the sun had set; the windows were strongly barred, with shutters outside, opened and closed at the pleasure of the guard, who frequently secured them for the night long before the sun went down. Water for the use of the prisoners was brought in by Malays; but they were obliged to cook their own provisions, and that at the same end of the room where another tub was placed in a corner, before which it was necessary to keep a blanket suspended for the sake of decency. A river running close to the walls of the prison, made their desire for bathing, whether early or late, the greater; but even this indulgence was withheld after the first month, nor would it ever have been granted with the knowledge of Marshal Daendels, then governor-general of Java. During their mutual confinement at Manilla and Batavia, Mr. Grace was the inseparable companion of Captain Pakenham, who ever afterwards spoke of him in the strongest terms of warm friendship and sincere regard.

On the 22d of Sept. 1809, the surviving officers and men of the Greyhound were at length released from their horrible pri-

---

\* See Suppl. Part IV. p. 115.



son, and allowed to depart from Java (without any conditions being imposed upon them) in the *la Piedmontaise* frigate, Captain Charles Foote, by whom Mr. Grace was directed to do duty as lieutenant. His appointment to the *Greyhound* had been confirmed at home on the 28th February preceding. The following is an extract of a journal kept on board *la Piedmontaise* :—

“Sept. 30th, 1809.—P. M., at 2-40, boarded a Chinese junk, bound to Malacca, and were informed that the proas in shore, under Mount Moir, were pirates, and twenty in number. At 5, came-to with the stream-anchor, in  $7\frac{1}{4}$  fathoms. Sent two boats to reconnoitre, under the command of Lieutenants Grace and Turner. At sunset, observed the boats fire at the proas, and shortly after board the two sternmost. Fired signal guns for the boats to return. At 6-30, weighed and made sail in shore. At 8, the boats returned, with the loss of two men killed; Lieutenant Grace, Lieutenant Farmer, R. M., Messrs. West and Foster, midshipmen, Mr. Hyde, gunner, and fifteen men wounded, chiefly with spears and creases. Found that the boats had gained possession of the two proas, and were conducting them to the ship, for examination, in the quietest manner; but as soon as it became dark, the Malays rose upon our people, and by superior numbers obliged them to retreat.”

On this occasion, Lieutenant Grace received a barbed spear in the thigh, near the groin, from whence the wound extended to the hip joint: the weapon could not be extracted for several days, owing to excessive hæmorrhage, and only then with exceeding difficulty. He subsequently proceeded to Pulo-Penang and Madras, at each of which places he remained a considerable time, waiting in vain for an opportunity of returning to England on board a man-of-war. He was consequently obliged to return home at his own expence; but, although strongly recommended by Captain Foote for his conduct in the affair with the Malay pirates, and even now occasionally suffering much from the effects of the very dangerous wound he then received, no pension, gratuity, nor reimbursement has ever yet been granted him. He arrived at Portsmouth in the *Sarah Christiana* Indiaman, in Dec. 1810.

Lieutenant Grace's next appointment was, Mar. 16th, 1811, to the *Semiramis* frigate, Captain Charles Richardson. In the night of Aug. 24th following, he commanded one of

that ship's boats at the capture of four French merchant vessels, anchored several miles up the Gironde river; and, on the following morning, assisted at the destruction of le Pluvier national brig, mounting 16 guns, with a complement of 136 men, lying under the battery of Royan, and fully prepared for action. His gallant behaviour on this occasion procured him, for the third time, publicly expressed official commendation, as will be seen by the following extract of Captain Richardson's report to Captain William Ferris, of the Diana frigate, whose official letter has been given at full length in p. 908 *et seq.* of Vol. II. Part II.

“My officers and ship's company behaved entirely to my satisfaction, and I feel much indebted to my first lieutenant (Thomas) Gardner, second Lieutenant Grace, and Mr. (Henry) Reneau, master's-mate, commanding the boats, for the handsome manner in which they ran alongside of the enemy. Lieutenant (Ingram P.) Taylor, of the marines, and Mr. (Richard) Brickwood, purser, being the only officers on board, were of the greatest use, the former commanding the main-deck, the latter the quarter-deck guns.”

Towards the close of 1811, Lieutenant Grace left the Semiramis, in order to become first of the Saldanha; but owing to the melancholy disaster which then befel his excellent and valued friend, Captain Pakenham, he was without a ship from that period until Aug. 1812, when we find him appointed to the San Domingo 74, fitting out for the flag of Sir John Borslase Warren, and about to be employed on the North American station\*. His commission as commander bears date June 15th, 1814.

On Monday the 30th of October, 1820, the venerable mansion of the Marquis (now Duke) of Buckingham, at Wotton, occupied by his son and daughter, the Earl and Countess Temple, was wholly destroyed by fire. “The flames,” says an eye witness, “burst forth about one o'clock from a room appropriated to papers, directly above the nursery, and in less than two hours the entire of the interior was consumed, leaving nothing but the bare walls remaining. Captain

---

\* See Suppl. Part I. p. 365, *et seq.*

Percy Grace, R. N. (brother to Sir William Grace, Bart.), and Captain William Clarke Jervoise, R. N., happening to be there on a visit, and sitting up later than the rest of the family, were the first who discovered the fire; on which they instantly awoke his lordship, and induced him and his amiable consort to leave the house without a moment's delay. They then proceeded to the nursery, and had Lady Anna Eliza Mary Grenville, the then only child of Earl and Countess Temple, conveyed to the parsonage; but before the young lady had even left the house, a great burning beam, extending across the nursery-ceiling, fell in, and crushed the cradle from which she had just been removed. Fortunately no lives were lost; but the rapid progress of the devouring element was such as to render the preservation of property hopeless and impracticable. A more rapid or merciless conflagration can scarcely be imagined. From the first discovery of the fire, by Captains Grace and Jervoise, to the total destruction of the house, an interval of two hours did not elapse."

On the 17th of Jan. 1822, Captain Grace was appointed to the *Cyrené* 20, fitting out at Plymouth, for the African station, where he captured the Dutch schooner *Aurora*, of 144 tons, 4 guns, and 26 men; and detained the French schooner (under French colours), of 95 tons, 2 guns, and 19 men. Both of these vessels were equipped in the most complete manner for slaving, and each had a cargo ready for embarkation at the factories on the Gallinas river; from whence 180 slaves were subsequently brought off, and sent to Sierra Leone, but not until after the boats of the *Cyrené* had had a sharp brush with the native dealers and their European instigators, the particulars of which are thus detailed by Captain Grace in his official report to the late Commodore Sir Robert Mends, dated Oct. 25th, 1822:—

"Both of these schooners were well armed with muskets, pistols, cutlasses, &c. They had been upwards of two months on this coast, and were perfectly ready for receiving slaves on board. This, with other information that I received, determined me to send to King Siacca, and request the liberation of those slaves who were purchased with part of the cargoes of the captured vessels. I accordingly anchored, late last night,



off the mouth of the Gallinas river, and at day-break this morning, the boats of the Cyrenè, under the command of Lieutenant (George William Conway) Courtenay, and fully prepared for any event, passed the bar through a tremendous surf, where they were immediately received with a heavy but ill-directed fire of musketry from the jungle on both sides, not a hundred yards distant, which was continued as they passed up the river, till they opened the Lower Factory Island, when they were met with a severe raking fire from two long 18-pounders, one 8-inch howitzer, and some hundred men with small arms. Nothing, however, could check the ardour and spirit of the officers and crews, who gallantly pushed on up a narrow river, against a strong ebb tide and a most intricate navigation (having grounded seven times, while under a heavy fire of grape and musketry), till they landed on the island, took possession of the guns, turned them against the covers on both sides of the river, and, for a short time, cleared them of their troublesome neighbours. Their attention was now turned to the houses on this and a neighbouring island, where there also was a spacious slave factory, from all of which an annoying and incessant fire was directed : these were soon entered, and such of their opponents as were found in them were put to death, and the factories and houses burnt to the ground, excepting those occupied by Kroo men, which were spared, in consequence of their staying by them, and not joining in this wanton attack. As the boats landed on the islands, they had the mortification to see those unfortunate beings whom they hoped to liberate, through the influence of the King, hurried from the factories, thrown into war-canoes, and carried out of sight higher up the river. This, in addition to the attack that was made upon them, which precluded all hope of negotiating with the King at that moment, and the natives coming down with musketry in increased numbers, our ammunition getting short, and the islands not affording even shelter from the fire of small arms that was poured in on them from all sides, induced Mr. Courtenay most judiciously to determine on returning and passing the bar while the water was high, which, after spiking the guns and destroying them and the factories as far as was practicable, he effected with as much coolness, judgment, and skill, as he displayed on entering ; and I am happy to say, that although the natives assembled to the number of many additional hundreds, armed with muskets, lining the bushes on both banks of the river down to the very bar, and keeping up to the last a sharp fire, yet all was effected with the loss of one man mortally and three slightly wounded. While I deeply lament the loss of any individual from among my small ship's company, I must at the same time express equal astonishment and satisfaction at its not being greater, considering the numbers that were opposed to us, and the fire which was kept up, and can only attribute it to the bad direction of the latter, and the activity and good conduct which was displayed by all on this occasion.

“ The loss on the part of our opponents was severe ; four Europeans

and several natives were killed on the islands and banks of the river, besides many who were wounded. I now, Sir, with pleasure, perform the most pleasing part of my duty, in laying before you the conduct of the officers and men employed on this occasion; but where all behaved equally well, it is difficult to find language to point out each individual's merit, and it would perhaps appear invidious to discriminate. It is, however, but justice to Lieutenant Courtenay to state, that his conduct evinced how well he merited the confidence I placed in him, as the presence of mind and judgment he exhibited, could only be equalled by the decision and intrepidity he displayed in the execution of that line of conduct he thought it right to pursue; in every act of which he was most ably seconded by Lieutenant George Pigot, Mr. William Lawrence Hunter, second master, and Messrs. Henry Winsor and Malcolm M'Neale, midshipmen, both of whom, I beg to add, have served their time.

Mr. James Boyle, the surgeon, did on this, as he has on all occasions where there was any service to be performed, volunteer his services; and although in a professional point of view they were eminently useful, yet he did not confine them alone to the wounded, but by his zeal, activity, and gallantry, contributed much towards repulsing the numbers who were opposed to us, and conducted himself throughout in such a manner as to receive Mr. Courtenay's warmest commendation.

I fear, Sir, that my account of this small affair may appear to you prolix and unnecessary; but I feel that I could not in fewer words do justice to the conduct of the officers and men employed on this occasion, nor otherwise justify the measures they were forced to pursue *in self-defence*, towards the natives of a country whose king has always professed friendship for the British Government, than by stating every circumstance which took place, arising out of this wanton act of aggression on their part: at the same time, I must state for your further information, and that of the British Government, that those acts originated through the influence which is exercised here over the natives, by several Europeans and Americans, to the number of eight or ten, who have hitherto carried on the slave trade perfectly unmolested, and to an extent hardly credible, and who, I have since been informed, erected the battery with a determination of resisting to the utmost, any force that might be sent to put a stop to their inhuman traffic. On this occasion, however, they were ably assisted by Mr. Benjamin Liebray, master of the Aurora, but formerly commanding a French national corvette; and Mr. Louis Gallon, master of P'Hypolite, who with that part of their crews who were on shore, made so considerable an addition to the European force, as to countenance and encourage the acts of the natives. Although all that has taken place was unforeseen on our part, and brought on by the attack of those Europeans and the natives, yet I trust that the measures which were afterwards pursued, are such as will meet your approbation; as we have succeeded, for a time, in disturbing a nest of wretches who lived by this most detestable traffic, and who

have for a long period been existing within little more than a hundred miles of a government formed solely for the purpose of its extermination. I have now only to add, that four days before my arrival, a Spanish schooner sailed from this, with three hundred slaves on board, and within the last month three other vessels had departed with full cargoes. I have the honor to remain, Sir, &c.

(Signed)

“PERCY GRACE, Commander.”

In December following, the *Cyrené* detained another French schooner, *la Caroline*, of 78 tons, 2 guns, and 20 men, employed in the same clandestine trade; which vessel, however, as well as *l'Hypolite*, was afterwards liberated by the court of mixed commissioners at Sierra Leone, although five slaves were found on board of her, secreted in places where it was hardly possible to suppose that any human being could exist.

Captain Grace next obtained the release of 80 men, women, and children, purchased with *la Caroline's* cargo at the Grand Bassa, many of the latter not more than two years of age; and he afterwards examined every spot between that and the river Lagos, where slaving was likely to be carried on: we subsequently find him proceeding to Ascension, with a cargo of provisions for the garrison of that island.

In May, June, and July, 1823, the *Cyrené* was employed in conveying Sir Charles M'Carthy and suite from the Gold Coast to Bathurst, a new settlement on St. Mary's island, in the river Gambia, and from thence to Sierra Leone, where, during her absence, the chief justice of the colony, two members of council, one clergyman, three missionaries, two merchants, and about 130 other Europeans, with many people of colour, were swept off by a malignant fever within the short period of one month. So great was the consequent panic, that few of the survivors visited each other; they no longer attended the dead to their graves; and most of those who had the means of conveyance, or were so far their own masters as to be able to leave the settlement, shut up their houses and departed, some to the West Indies, and others to any little factories which they possessed along the coast. The *Cyrené* likewise suffered severely at this time, although she had passed through the preceding rains without the



loss of a man. On the 18th of June, Captain Grace, then the senior commander on the African station, reported to Sir Robert Mends, the deaths of 13 petty officers and seamen; the second lieutenant and surgeon had previously invalidated, and several men were obliged to be sent home, as the only chance of saving them for future service. At this period of wretchedness and anxiety, Captain Grace was unremitting in his attention to the sick of the *Cyrené*, and alleviated by every means in his power the misery of their situation; nor did motives of a personal nature ever hinder him from performing what he considered as a part of his duty—that of attending to the last moments of those who fell victims to the climate.

On the 4th Dec. following, Captain Grace, then just arrived at Cape Coast from a long cruise among the Cape Verd Islands and towards the shoals of Rio Grande, received intelligence of the demise of Sir Robert Mends, and an order from the Admiralty for the *Cyrené*'s immediate return to England; the latter transmitted to him by Captain John Filmore, of the *Bann* sloop, who had appointed himself to the *Owen Glendower* frigate, and assumed the chief command on the station, although he did not arrive within the limits thereof previous to the commodore's death, and then only as a passenger on board the *Swinger* gun-brig.

Feeling that a dispute between the two senior officers of H. M. squadron, particularly at a period when Cape Coast Castle and settlement were threatened with a formidable attack by the King of Ashantee, could not be otherwise than most prejudicial to the public service, Captain Grace refrained from entering into any discussion with Captain Filmore, and forthwith returned to England, where he arrived on the 7th Feb. 1824; after encountering the most violent hurricane, near the Azores, that either himself or any person on board the *Cyrené* ever witnessed: during this storm, his ship was so near foundering that he was obliged, among other measures for her preservation, to throw overboard eleven guns.

On the *Cyrené* being taken into dock, it was found that she required extensive repairs; which were no sooner com-

pleted than Captain Grace received orders to join the squadron on the Mediterranean station, where he arrived just in time to form part of the force under Vice-Admiral Sir Harry Neale, in line-of-battle before Algiers; a demonstration which led to an amicable termination of the dispute then existing between Great Britain and the Dey.

Captain Grace subsequently visited Tunis, and proceeded from thence to the Piræus of Athens, where he became senior officer of the squadron employed in the Levant, for the protection of British commerce; which responsible charge he held from Nov. 6th, 1824, until relieved in the following year by Captain G. W. Hamilton. During this period, he visited many of the Cyclades, and the ports of Smyrna, Marmorice, and Alexandria. He obtained his present rank, Feb. 1st, 1825; and paid off the *Cyrené*, at Deptford, on the 20th of August following.

This officer's eldest brother succeeded to the baronetcy, of which we have spoken in page 201, on the demise of his kinsman, Sir Richard Gamon, M. P., April 8th, 1818.

*Agents*,—Messrs. Evans and Eyton.

## HENRY DUNDAS, Esq.

SERVED as midshipman on board the *Liffey* 50, Captain the Hon. Henry Duncan, C. B.; from which ship he was made lieutenant into the *Glasgow* 50, Captain the Hon. Anthony Maitland, C. B., Dec. 7th, 1819. His subsequent appointments were,—Oct. 20th, 1821, to the *Euryalus* 42, Captain (now Sir Augustus J. W.) Clifford, C. B.;—May 16th, 1823, to command the *Rose* sloop, on the Mediterranean station;—Feb. 9th, 1825, to be captain of the *Dartmouth* 42, employed in the West Indies;—and, Dec. 20th, 1826, to the *Sapphire* 28, fitting out for a particular service; in which latter ship he returned home from the Pacific Ocean, Nov. 1st, 1830.

*Agents*,—Messrs. Maude and Co.

## WILLIAM HOTHAM, Esq.

SON of the late Lieutenant-Colonel George Hotham, (eldest son of General George Hotham, and brother to Admiral Lord Hotham \*) who served in the third regiment of guards, under H. R. H. the late Duke of York, in Flanders, and afterwards resided at Beverley, in Yorkshire.

This officer was born about the year 1793, and he first went to sea, at the age of ten years, in the *Raisonné* 64, commanded by his uncle, the present Vice-Admiral Sir William Hotham, K. C. B., then stationed off the Texel. In 1804, he joined the *Ruby* 64, Captain (now Vice-Admiral Sir Charles) Rowley, which ship was attached to Sir John Orde's squadron, off Cadiz, in the winter of that year. From Nov. 1805 until the spring of 1809, we find him serving under Captain Rowley, in the *Eagle* 74, on the Mediterranean station. He was consequently present at the capture of Capri, the siege of Gaeta, and the disarming of the coasts of Naples and Calabria, in the summer of 1806 †.

On her return from the Mediterranean, the *Eagle* was attached to the grand armament sent against Antwerp; and in Feb. 1810, she joined the squadron employed in the defence of Cadiz, then besieged by the French army under Marshal Victor, Duke of Belluno.

We have stated at p. 240 of Vol. I. Part I. that the defence of Fort Matagorda, situated opposite Puntales, was entrusted to a party of British troops, seamen, and marines, and that that important post was bravely maintained until it became a heap of rubbish. Mr. Hotham was one of the naval detachment so employed; and the following is an extract of a letter from the military commander, Captain Maclean, of H. M. 94th regiment, to Lieutenant-General Graham (now Lord Lynedoch), dated April 22d, 1810:—

---

\* See Vol. I. Part II. note at p. 580.

† See Vol. I. p. 673, and p. 70 of this vol.



“ I cannot sufficiently express to you the gallantry and coolness with which every individual officer, seaman, marine, and soldier, conducted himself during the two months we maintained this post, particularly during the last two days.”

The loss sustained by the navy on the 21st and 22d April, 1810, was 9 men killed, and 22, including two midshipmen, wounded.

In Mar. 1811, the *Eagle* was sent to the Adriatic, where Mr. Hotham received his first commission, appointing him lieutenant of that ship, and dated Feb. 12th, 1812. He had previously acted in the same capacity on board the *Unité* frigate, Captain Edwin Henry Chamberlayne, who made honorable mention of him, when reporting the capture of *la Persanne* French store-ship, mounting 26 long 9-pounders, with a complement of 190 men, from Corfu bound to Trieste, Nov. 29th, 1811\*.

On the 8th June, 1813, the boats of the *Elizabeth* (74) and *Eagle*, under Lieutenants Mitchell Roberts, Richard Greenaway, Martin Bennett, and William Hotham, destroyed a two-gun battery at Omago, on the coast of Istria, and brought out four vessels loaded with wine, which had been scuttled near that town. About 100 French soldiers were at the same time driven from thence by the marines of the two ships, under Captain John Hore Graham and Lieutenant Samuel Lloyd. Only one man was wounded in the execution of this service, “ and the conduct of all the officers was highly creditable.”

The conspicuous part borne by the *Eagle* at the capture of Fiume, July 3d, 1813, has been fully noticed at p. 673, *et seq.* of Vol. I. Part II. On the fourth day afterwards, a party of her seamen and marines, under Lieutenants Greenaway, Hotham, and Lloyd, stormed and carried the fortress of Farasina (mounting five long 18-pounders), disabled the guns, and laid all the works in a heap of ruins. On this occasion, not a man was killed, and Mr. Hudson, midshipman, was the only person wounded.

---

\* See Vol. II. Part II. note †, p. 803.

In the beginning of Aug. 1813, Lieutenant Hotham assisted at the capture and destruction of the batteries of Rovigno, twenty-one sail of merchantmen lying in the harbour, and several ships and vessels on the stocks. "The conduct of the officers, &c. employed on this service," says Captain Rowley, "merits my warmest encomiums."

The Eagle was afterwards employed by Rear-Admiral Fremantle in the blockade of Trieste, while the Austrian army under Major-General Count Nugent was harassing Eugene Beauharnois in his retreat from Istria and Croatia. The capture of the arsenal, on the night of Oct. 6th, 1813, has been noticed in our memoir of Captain John Duff Markland, C. B., by whom that service was voluntarily conducted. The subsequent operations against the citadel are thus described by Rear-Admiral Fremantle:—

"On the 11th, the General returned from Gorizia, having obliged the Viceroy to pass the Isonzo. It was then determined to lay siege to the castle. By the 16th, in the morning, we had twelve guns in two batteries, which opened their fire and continued nearly the whole day; towards evening, the enemy was driven from the windmill hill, which was taken possession of by the Austrian troops, and two howitzers were advanced there. The firing was continued occasionally until noon on the 23d, by which time Captain Rowley had got a 32-pounder within 200 yards of the Schanza, where there was a strong building with one gun, and loop holes in it, standing upon a hill, with a wall round it nearly fourteen feet high, an officer, and 60 men.

"We had had some communication with the castle in the morning, but the truce was broke off at a very short notice by the enemy, who opened on all sides. The 32-pounder was fired upon the Schanza. The first shot the gun recoiled, and, the ground giving way, it fell backwards off the platform, which was six feet above the level. *It was fine to see Captain Rowley and his people immediately get a triangle above the work, and the 32-pounder, with its carriage, run up to its place again, under a shower of grape and musketry, which occasioned a severe loss.* Towards evening, the enemy in the Schanza held out the white flag, and surrendered to Captain Rowley.

"Having now possession of the Schanza, which commanded the castle and the windmill hill, we set to work upon some advanced batteries within 400 yards of the castle; but the weather was so wet, and the labour so great, that they were not complete until the morning of the 29th, when the enemy acceded to our altered propositions for surrendering the castle.

We were then prepared to have opened with eleven 32-pounders, twelve 18-pounders, four mortars, and four howitzers.

“ Every captain, officer, and other person in the squadron has done his duty. Captain Rowley has been, as usual, most prominent on every occasion. *I admired the example he shewed at the attack of the Schanza, with the courage and activity of Lieutenants Hotham and Moore, and Mr Hibbert, midshipman of the Eagle\*.*” \* \* \* \*

From this period until Jan. 1814, Lieutenant Hotham commanded a flotilla employed in the river Po, in co-operation with the Austrian army; and honorable mention is made of him in several official letters from Captain Rowley to Rear-Admiral Freemantle, as well as in a despatch from Count Nugent to Earl Bathurst, then H. M. Secretary of State for the War Department.

The Eagle formed part of the squadron which accompanied Louis XVIII. to his recovered dominions, in April, 1814; and was paid off at Chatham in the course of the following month. Lieutenant Hotham's promotion to the rank of commander took place June 15th, 1814; on which occasion he was appointed to the Fervent sloop of war.

After witnessing the grand naval review, by the allied monarchs at Spithead, Captain Hotham proceeded to Bermuda and the West Indies, from whence he returned to Portsmouth, where the Fervent was put out of commission, in June 1815. His last appointment was, April 27th, 1824, to the Sappho, of 18 guns, fitting out for the Halifax station, where he received his commission as captain, dated April 4th, 1825.

*Agents*,—Messrs. Cooke, Halford, & Son.

---

### CHARLES MITCHELL, Esq.

ELDEST son of the late Admiral Sir Andrew Mitchell, K. B. whose services are recorded in the *Nav. Chron.* XVI. 90—107; and brother to Captains Nathaniel and Andrew Mitchell, R. N.

---

\* See Suppl. Part II. p. 358.



We first find this officer serving as an acting lieutenant on board the *Cleopatra* frigate, Captain Sir Robert Laurie, Bart. in her gallant but unsuccessful action with *la Ville de Milan*, a French ship of nearly double her size and force, Feb. 17th, 1805; on which occasion he was badly wounded\*. He obtained the rank of lieutenant Aug. 11th, 1806; and that of commander May 24th, 1811. His subsequent appointments were,—July 27th, 1813, to the *Griper* sloop, of 12 guns;—Feb. 7th, 1814, to the *Savage* 16; from which vessel he was removed, on the 28th of the same month, to the *Espiegle* 16;—and, April 9th, 1823, to the *Slaney* 20, fitting out for the East India station. In May, 1824, he assisted at the reduction of the island of Cheduba, by a detachment from the Rangoon expedition, under the command of Brigadier Michael M<sup>c</sup> Creagh †. His commission as captain bears date, April 8th, 1825.

*Agent*,—T. Collier, Esq.

---

### HON. MONTAGU STOPFORD.

FOURTH son of the present Earl of Courtown (Baron Salterford in the British peerage) K. P., by Elizabeth, eldest daughter of Henry, third Duke of Buccleugh, and nephew to Admiral the Hon. Sir Robert Stopford, K. C. B.

This officer was born, Nov. 11th, 1798; and served as midshipman on board the *Alceste* frigate, Captain (now Sir Murray) Maxwell, during Lord Amherst's embassy to China, in 1816 †. He was made a lieutenant, July 17th, 1819; appointed to the *William and Mary* yacht, at Dublin, Feb. 24th, 1820; promoted to the rank of commander, Jan. 29th, 1822; appointed to the *Algerine*, 10-gun sloop, fitting out at Woolwich for the Mediterranean station, Feb. 13th, 1824; and advanced to the rank of captain, April 8th, 1825.

---

\* See Vol. I. Part II. p. 834, *et seq.*

† See "*Naval Operations in Ava*," Chap. I. pp. 4, 13, *et seq.*

‡ See "*M<sup>c</sup>Leod's Voyage*," p. 188, *et seq.*

Captain Stopford married, Aug. 25th, 1827, Cordelia Winifreda, second daughter of Colonel George Whitmore, commanding officer of the royal engineers in the island of Malta.

*Agents*,—Sir F. M. Ommanney and Son.

---

### CHRISTOPHER NIXON, Esq.

OBTAINED the rank of lieutenant in 1800; and was first of the Duncan frigate, on the East India station, in 1805. He was made a commander for conducting a fire-vessel into Aix roads, in the night of April 11th, 1809 (on which occasion, we believe, he lost his hearing); and advanced to the rank of captain, May 27th, 1825.

---

### EDMUND DENMAN, Esq.

ENTERED the royal navy, in 1790, under the auspices of Admiral the Hon. Samuel Barrington; and was a midshipman on board the Royal Sovereign (first rate), bearing the flag of Admiral Thomas Graves, in the actions of May 28th and 29th, and at the glorious battle of June 1st, 1794\*. He was also with the Hon. Vice-Admiral Cornwallis, when that distinguished veteran effected his memorable retreat from the French fleet, in June, 1795; a service for which the thanks of parliament were voted to him and his squadron †.

Mr. Denman's promotion to the rank of lieutenant took place, June 14th, 1796; and he was subsequently employed, on various occasions, in cutting out vessels from under the enemy's batteries. On the 21st July, 1801, he had the misfortune to be wrecked, and taken prisoner, while serving as first of the Jason frigate, Captain the Hon. John Murray, stationed off St. Maloes †. His next appointment was, in

---

\* See Vol. I. Part I. p. 336.

† See *id.* note \* at p. 354.

‡ See Vol. II. Part I. p. 80.

April, 1803, to the *Plantagenet* 74, in which ship, successively commanded by Captains Graham Eden Hamond, the Hon. Michael De Courcy, Francis Pender, and William Bradley, he continued for a period of about five years, principally with the inshore squadron off Brest. Under the former officer, he assisted at the capture of *le Courier de Terre Neuve*, French privateer, of 16 guns and 54 men; and *l'Atalante*, of 22 guns and 120 men.

In May, 1808, Lieutenant Denman was appointed first of the *Polyphemus* 64, fitting out for the flag of Vice-Admiral Bartholomew S. Rowley, with whom he soon afterwards proceeded to the Jamaica station. In June, 1809, we find him commanding the night guard-boats of the squadron employed in the blockade of St. Domingo, under the orders of Captain William Pryce Cumby; and on the 1st July, he was entrusted by that officer with the charge of the seamen destined, if necessary, to assist in storming the city, then closely invested by an Anglo-Spanish military force. His services during the siege were thus publicly acknowledged by the British officers in command:—

*“ Polyphemus, 7th July, 1809.*

“ Sir,—I have the satisfaction to announce to you the surrender of the French garrison in the city of St. Domingo, by which event the whole of the former possessions of the Spaniards in this island are happily restored to that nation \* \* \* \*. I trust I may be permitted to bear testimony to the vigilance and alacrity of those officers and men who were employed in the night guard-boats, by whose united exertions the enemy's accustomed supply by sea was entirely cut off, and the surrender of the city greatly accelerated. \* \* \*.

“ Of the conduct of Lieutenant Denman, of this ship, and the detachment of seamen landed from the squadron, under his command, Major-General Carmichael is pleased to speak in high terms; and I have no doubt he will make a gratifying representation to you on this subject. \* \* \* \*.

(Signed)

“ W. PRYCE CUMBY.”

“ *To Vice-Admiral Rowley,*  
*&c. &c. &c.*”

*“ St. Carlos, July 9th, 1809.*

“ Sir,—In consequence of a letter I have received from Captain Cumby, commander of his Majesty's squadron, expressing his desire that you



should re-embark the seamen and guns \* under your command, I request you will take such measures as you may think proper, and have the goodness to inform me of any assistance in my power to provide for expediting that service.

“ I cannot close this without expressing my warmest thanks for the uncommon zeal and exertions of yourself and those under your command, which I have not failed to make known in my despatches to his Majesty’s Secretary of State and the Commander-in-Chief of his Majesty’s naval forces at Jamaica. I have the honor to be, &c.

(Signed) “ HU. LYLE : CARMICHAEL, Major-General.”

“ *Lieut. Denman, R. N.*”

“ *Palanque, July 15th, 1809.*”

“ Sir,—I do myself the honor to make known to your Excellency, that having got the whole of the ordnance stores landed, and as many of them conveyed to Savana Grandé as it is practicable to move with the means in our possession, Lieutenant Denman and the seamen under his command have returned to their ships, their services not being any longer required on shore, at least at this place.

“ It is with infinite pleasure I take advantage of the earliest opportunity of expressing to your Excellency my unqualified approbation of the deportment of the whole of that detachment; but the zeal and unwearied attentions of Lieutenant Denman, as well to the various and fatiguing duties necessarily imposed upon him and his people attached to us, as to the men under his charge, demand my more particular notice of him, and I hope your Excellency will therefore admit of my recommending him to your attention as an officer of great merit. I have the honor to be, &c.

(Signed) “ F. SMITH, Brig. Gen. commanding Royal Artillery.”

“ *His Excellency Major-General Carmichael.*”

“ *St. Domingo, 15th July, 1809.*”

“ Sir,—I had great pleasure in receiving from Lieutenant-Colonel Smith, commanding the royal artillery, a report of his proceeding with the ordnance from Palanque, in which he states, in the strongest terms, the assistance he received from you, the officers, and seamen under your command, to whose unwearied and indefatigable exertions he bears the most handsome testimony, and by which he was enabled to proceed towards the enemy, against impediments that would have been otherwise insurmountable.

“ From the mention made of you by Captain Cumby, I certainly expected every possible aid, in which I was not disappointed; and I have only to regret that the speedy surrender of the enemy did not afford an

---

\* Eight of the Polyphemus’s lower-deckers.

opportunity to the British seamen and soldiers of more fully proving, upon the walls of St. Domingo, their united loyalty and patriotism.

“ Those sentiments I thought it justice to make known to Vice-Admiral Rowley and Captain Cumby, as also to mention in my public despatches ;— and if this letter, or any means in my power can be of service in forwarding your wishes, it will be a gratification to me. I have the honor to be, Sir, your most obedient and sincere humble servant,

(Signed) “ HU. LYLE : CARMICHAEL, Major-General, &c. &c.”

“ *Lieut. Denman, H. M. S. Polyphemus.*”

After this event, Mr. Denman acted as flag-lieutenant to Vice-Admiral Rowley, and was by him promoted to the command of the Shark sloop, at Port Royal, in Dec. 1809; an appointment confirmed by the Admiralty, Feb. 17th, 1810. He subsequently commanded the Challenger, Sparrow, and Sappho sloops, on the Jamaica station, where he captured the piratical brig Salamine, of 20 guns, formerly an English merchantman.

On the 7th of June, 1814, Captain Denman was appointed to the Redpole sloop, employed on the Downs station, under the orders of Vice-Admiral (now Sir Thomas) Foley, by whom his services were likewise acknowledged to have been active and useful. In this vessel, he conveyed many illustrious personages from England to the continent,—among whom were their Royal and Serene Highnesses the Hereditary Prince of Orange, the Crown Prince of Bavaria, Princes Charles and William of Brunswick, Prince Paul of Wirtemberg, and Louis Philippe, Duke of Orleans. The following letters were subsequently addressed to him :

“ *Salzburgh, August 19th, 1814.*

“ My dear Captain Denman,—I give myself the pleasure of sending you, herewith, a little remembrance, which I beseech you to accept of as a token of my esteem, and a proof of the satisfaction I had of getting acquainted with so brave and gallant an officer of the English navy. The fair entertainment you gave to me and my suite, and the cheerful moments I passed on board the Redpole, are reckoned amongst the number of the most pleasant ones I spent in England. I am, my dear Captain Denman, your most affectionate,

(Signed) “ LEWIS, Prince Royal.”

“ *Brunswick, 16th September, 1814.*

“ Dear Captain,—The instant we arrived at this place, I communicated

to the Duke all the kindness and attention which his dear children and their tutor had received at your hands, during our stay on board your ship, and got his instructions to write the following letter to General Bloomfield, at Carlton House.

“By command of His Serene Highness the Duke of Brunswick, Mr. Prince respectfully requests Major-General Bloomfield to acquaint His Royal Highness the Prince Regent of the safe arrival of His Royal Highness's late wards at Brunswick. As their safety during, though a short, yet very unpleasant passage, occasioned by tempestuous contrary winds, was owing to the unremitting attention of Captain Denman, of His Majesty's sloop *Redpole*, who brought them over, the Duke of Brunswick thinks it his duty to recommend in the strongest manner, Captain Denman to His Royal Highness's most gracious notice, for such favor and promotion as His Serene Highness is informed are usually granted on such occasions.”

“In the hope, my dear Sir, that this recommendation will not fail of the desired success, and with the most grateful sense of all your truly kind attentions, I remain, dear Sir, yours ever obliged,

(Signed)

“T. PRINCE.”

“*To Captain Denman, H. M. Sloop Redpole.*”

In the early part of Napoleon Buonaparte's last reign, Captain Denman forwarded to Mr. Croker, then Secretary to the Admiralty, some important information, and several French newspapers, which he had obtained under peculiar circumstances and personal risk:—the receipt of his *first* communication was thus acknowledged:

“*Admiralty, Mar. 29th, 1815.*”

“Sir,—I have had the honor of receiving your letter of the 27th, and beg you will accept my thanks for the information it conveys. I shall be obliged by your continuing to keep me informed by your private letters of any intelligence which may reach you unofficially. I have the honor to be, Sir, your most obliged humble servant,

(Signed)

“J. W. CROKER.”

“*Captain Denman, H. M. S. Redpole, Downs.*”

After the landing of the British troops at Ostend, Captain Denman was ordered by Rear-Admiral Matthew Henry Scott to survey the anchorage outside of that port, and to point out the best description of gun-vessels for its protection. He was subsequently entrusted with the command of a light squadron stationed in the Scheldt, to co-operate with Admiral Van Braam, for the protection of Cadsand from surprise



by a *coup-de-main* ; and he had the satisfaction to find his suggestions for the destruction of the forts on that island readily adopted by the Dutch Government, and highly approved by his own. On the 28th of June, Mr. Croker again wrote to him, as follows :

“Dear Sir,—I have received your letter of the 27th, and am very much obliged to you for having had the kindness to give me the information it contains. I am, Dear Sir, your faithful humble servant,

(Signed) “J. W. CROKER.”

The Redpole formed part of Napoleon's escort to St. Helena, from whence she returned home with Sir George Cockburn's despatches, announcing the safe custody of his ex-majesty. While there, Captain Denman was invited by his old naval friend Mr. Balcombe, to spend an evening in the society of Buonaparte ; on which occasion he was seated at the same whist table with that celebrated personage, and enabled to possess himself of some highly interesting anecdotes which he related, of distinguished public characters who had figured in political life during his extraordinary career.

Captain Denman's last appointment was, in 1819, to be the Superintending Commander of H. M. ships and vessels in ordinary at Plymouth, which he held during the customary period of three years. On his retirement from that important service, the following letter was addressed to him by Commissioner Shield :—

“Dock Yard, 8th April, 1822.

“Dear Sir,—I have to acknowledge your obliging communications of Saturday last, and I beg to assure you, that I feel gratified by the kind terms in which you express the intercourse which has prevailed between us during your employment in the Ordinary ; your unceasing attention, and zealous performance of your duty has not passed unobserved by me,—on the contrary, I felt much satisfaction in the confidence your conduct impressed on my mind, that the condition of the Ordinary would be preserved by *your attention*, in the excellent order it was left by Captain Shortland. I beg to offer you what I consider the best wish, which is that you may be soon promoted, and brought again into service at an early period. With every other kind wish for you and yours, I remain, Dear Sir, ever your faithful humble Servant, (Signed) “WM. SHIELD.”

“To Captain Denman.”

This officer obtained the rank of captain, May 27th, 1825.

His eldest son, Charles J. J. Denman, a first lieutenant in the Hon. Company's artillery, died in India, in 1824, aged 21 years.

*Agent*,—J. P. Muspratt, Esq.

---

### DANIEL BARBER, Esq.

WAS made commander into the Dauntless sloop, on the African station, May 2d, 1810; and promoted to the rank of captain, May 27th, 1825.

*Agent*,—John Chippendale, Esq.

---

### HENRY JANE, Esq.

WAS an acting lieutenant of the Renown 74, bearing the flag of Rear-Admiral Sir John Borlase Warren, and commanded a boat belonging to that ship, at the capture of la Nochette French gun-vessel, two armed chasse-marées, and eight sail of merchantmen, laden with supplies for the Brest fleet, June 11th, 1800\*. He was promoted to the command of the Indian sloop (after acting for some time in l'Observateur), May 10th, 1810; appointed to the Arab, on the Halifax station, July 5th, 1813; and advanced to the rank of captain, May 27th, 1825.

*Agents*,—Messrs. Stillwell.

---

### JOHN SKEKEL, Esq.

ENTERED the royal navy in Dec. 1795; and served in various ships, as midshipman, master's-mate, and lieutenant, until June, 1803, when he assisted at the capture of St. Lucia †, and received a commission appointing him to the Pandour 44, armed *en flûte*, which ship formed part of the

\* See Suppl. Part III. p. 322.

† See Vol. I. Part II. note at p. 481.

force under Commodore Hood, at the reduction of Surinam, in May, 1804. During the operations against that colony, Lieutenant Skekel was employed in the flotilla on the Com-mewyne river\*.

In Feb. 1805, the Pandour having been paid off on her return to England, this officer was appointed to the Hero 74, Captain the Hon. Alan Hyde Gardner, under whom he bore a part in Sir Robert Calder's action with the combined fleets of France and Spain, July 22d, 1805 †; and was wounded while assisting at the capture of four French line-of-battle ships, Nov. 4th following ‡. He also witnessed the surrender of the Marengo 80, and Belle Poule frigate, the former bearing the flag of Rear-Admiral Linois, Mar. 13th, 1806 §. The total loss sustained by Sir Richard J. Strachan's squadron, in action with that under Mons. Dumanoir le Pelley, was only 24 killed and 111 wounded; of which numbers, the Hero alone, as a proof of the conspicuous share she took in the combat, had 10 slain and 51 wounded.

Lieutenant Skekel's next appointment was, in 1807, to the Ville de Paris, 110, flag-ship of Admiral Lord Gardner, then commanding the Channel fleet; and after the retirement of that veteran chief from the fatigues of service, he rejoined his son, whose flag, as Rear-Admiral, had been recently hoisted on board the Bellerophon 74, Captain Samuel Warren.

From this period we find no particular mention of Lieutenant Skekel until July 7th, 1809, when he commanded one of the boats of the Bellerophon, and highly distinguished himself in a most brilliant and successful attack upon a Russian flotilla, the official account of which achievement has been given at p. 369 *et seq.* of Suppl. Part III. For this service he received, in common with his brother officers, the thanks of the Board of Admiralty, and was, we believe, ultimately promoted to the command of the Fly sloop, by commission dated June 28th, 1811.

---

\* See Vol. II. Part II. pp. 797—801.

† See Vol. I. Part I. p. 405.

‡ See *Id.* p. 289.

§ See *Id.* Part II. p. 436.



Captain Skekel's subsequent appointments were,—about the close of the same year, to the *Gluckstadt*, of 18 guns, which vessel was soon found unfit for further service;—May 16th, 1812, to the *Bold 14*, in which he suffered shipwreck, during a strong N. E. gale, near the north end of Prince Edward's Island, in the Gulf of St. Lawrence, Sept. 27th, 1813;—June 7th, 1814, to the *Plover 18*, fitting out for the Newfoundland station, where he remained until the end of the year 1816;—and in May, 1823, to be superintending commander of H. M. ships in ordinary at Plymouth. His promotion to the rank of captain took place May 27th, 1825.

*Agent*,—J. Hinxman, Esq.

---

### GEORGE AUGUSTUS HIRE, Esq.

Son of the late Lieutenant George Hire, R. N., and brother-in-law to Colonel Sandys.

This officer was made a commander, Aug. 1st, 1811; appointed to the *Bittern* sloop, about July, 1812; and advanced to the rank of captain, May 27th, 1825. He married, May 8th, 1810, Harriet, youngest daughter of John James, of Rosemundy, near Truro, co. Cornwall, Esq; and died, at Brockhurst, co. Warwick, Mar. 9th, 1831; aged 51 years.

*Agents*,—Messrs. Cooke, Halford, and Son.

---

### CHARLES MONTAGU WALKER, Esq.

Is the youngest son of the late Major Walker, of Bushey, co. Herts, who lost considerable property in North America during the colonial revolutionary war; and a brother to Colonel Frederic Walker, R. A., the present proprietor of the above manor; also to Lieutenant-General Sir George T. Walker, G. C. B., K. T. S., commander-in-chief at Madras.

This officer was present at the occupation and evacuation of Toulon, in 1793; and served as midshipman on board the

Fortitude 74, Captain (afterwards Sir William) Young, during the subsequent operations against Corsica\*. He likewise witnessed the reduction of the islands of St. Lucia and Trinidad, in May 1796, and Feb. 1797 †. We next find him serving under Captain (now Sir William) Hotham, in the Adamant 50, on the Cape of Good Hope station, where he assisted at the destruction of la Preneuse French frigate, Dec. 11th, 1799 ‡. He subsequently assisted in cutting out a merchant ship from above the buoys at the entrance of Port Louis, in the Mauritius, on which occasion the British boats had two men killed and ten wounded, including, among the latter, the senior lieutenant of the Lancaster 64 §.

Mr. Walker's first commission bears date Jan. 11th, 1803. He was a lieutenant of the Spencer 74, Captain the Hon. Robert Stopford, when that ship accompanied Lord Nelson from the Mediterranean to the West Indies, in pursuit of the combined fleets of France and Spain, in 1805; also at the battle of St. Domingo, Feb. 6th, 1806; during the siege of Copenhagen, in 1807; and at the blockade of Lisbon, in the winter of the latter year ||.

After the convention of Cintra, Lieutenant Walker returned home from the river Tagus in command of a Russian sloop of war, belonging to the squadron surrendered by Vice-Admiral Siniavin. He was subsequently appointed to the Barfleur 98, bearing the flag of Rear-Admiral (now Sir Charles) Tyler, and Colossus 74, Captain Thomas Alexander, which latter ship was attached to the squadron under Sir Richard G. Keats, employed in the defence of Cadiz. His promotion to the rank of commander took place, Feb. 1st, 1812.

From this period we lose sight of Captain Walker until Feb. 21st, 1824, when he was appointed to the Medina 20,

---

\* See Vol. I. Part I. pp. 60, 46, 250, *et seq.*

† See *Id.* notes at pp. 134 and 112.

‡ See Suppl. Part III. p. 169.

§ See *Nav. Chron.* VI. 164.

|| See Vol. I. Part II. p. 589 *et seq.*; Vol. II. Part I. p. 280 *et seq.*; Vol. I. Part I. pp. 79—83; and *Id.* Part II. p. 431 *et seq.*

in which ship he conveyed Lord Strangford, H. M. Ambassador to the Ottoman Porte, from Constantinople to Trieste, &c. &c. He obtained his present rank, May 27th, 1825.

Captain Walker married, in 1811, Miss Anna Maria Riddell, of Dumfries-shire, N. B., grand-daughter of the late Governor Woodley, and has issue eight sons and a daughter. His only sister is the wife of the Rev. Stawel Chudleigh.

### JOHN STODDART, Esq.

Is of a respectable Irish family. He was made a lieutenant, May 14th, 1804; promoted to the command of the Strombolo bomb, July 3d, 1812; appointed to the Primrose sloop, fitting out for the West India station, Jan. 1st, 1824; and advanced to the rank of captain, May 27th, 1825.

*Agent*,—J. Hinxman, Esq.

### GEORGE OURRY LEMPRIERE, Esq.

Was made a lieutenant Mar. 25th, 1807; and commander, Jan. 30th, 1813; appointed to the Trent, hospital and receiving ship, at Cork, May 7th, 1814; and promoted to the rank of captain, May 27th, 1825.

*Agents*,—Messrs. Goode and Clarke.

### THOMAS BARKER DEVON, Esq.

*Knight of the Royal Hanoverian Guelphic Order.*

SECOND son of George Barker Devon, Esq. many years Remembrancer of the First Fruits and Tenths.

This officer was born at Sutton, co. Middlesex, Oct. 8th, 1784. He entered the royal navy, as midshipman, on board the Duke of 90 guns, Captain John Holloway, in April, 1797; was removed from that ship, after the mutiny at



Spithead\*, to the Royal Sovereign, first-rate, bearing the flag of Sir Alan (afterwards Lord) Gardner, second in command of the Channel fleet; and, in the autumn of 1800, joined the Romney 50, Captain Sir Home Popham, with whom he returned home from the Red Sea and East Indies, in April, 1803 †. On the 23rd June following, we find him suffering shipwreck, near the Texel, in la Seine frigate, Captain (now Sir David) Milne; and subsequently serving under Lord Gardner, by whom he was appointed a lieutenant of the Dragon 74, Captain Edward Griffith (now Vice-Admiral Colpoys), about May, 1804. In this ship he was present at the capture of two Spanish third rates, by the fleet under Sir Robert Calder, off Cape Finisterre, July 22d, 1805 ‡.

After this action, Mr. Devon was successively appointed to the Shannon 38, Captain (now Sir Philip B. V.) Broke, with whom he visited the arctic regions; and Crocodile 22, Captain the Hon. George Cadogan, of which ship he was first lieutenant when she conveyed the future Duke of Wellington to the shores of Portugal, in 1808. Towards the end of the ensuing year, he obtained the command of the Brevdrageren gun-brig, mounting twelve 18-pounder carronades, with a complement of 50 officers and men. The following is his official account of an action between that vessel and a Danish squadron, the united force of which was fifty-four long 18-pounders, and not less than 480 men;—dated Aug. 2d, 1811:

“ At 5 P. M. on the 31st ultimo, being off Long Sound, on the coast of Norway, in company with H. M. cutter Algerine §, and the two prizes we had captured the day before, the wind light and variable, three vessels were observed standing out from the land: two boats were despatched to reconnoitre, who returned with information that the strangers were enemy's brigs of the largest class. Having prepared every thing for battle, we made sail, and commenced sweeping from them until daylight, when

---

\* See Vol. I. p. 109.

+ See Suppl. Part I. p. 56, *et seq.*

‡ See Vol. I. Part I. p. 405, and Part II. p. 507.

§ Commanded by Lieutenant John Aitkin Blow.

one of their vessels appearing much separated from the rest, we bore down to attack her, in company with the *Algerine*. Observing our intention, she made every exertion to rejoin the others, who, during this manœuvre, had closed with us considerably. At 8 A. M., we again commenced sweeping from the enemy; at 10, observed the nearest brig, which appeared to be the commodore, telegraph her consorts, and they immediately despatched their boats;—thus assisted, towing and sweeping, with her sails clewed up, she advanced fast towards us. At 11 A. M., Lieutenant Blow signified his intention of attacking this vessel, in the hope of disabling her before the others could join;—swept round, and, at 11-30, commenced action in concert with the *Algerine*. At 30 minutes past noon, in close action within musket-shot, the second brig commenced firing upon us; observed the *Algerine* sweep round and haul out of the battle;—she soon after made the signal to discontinue action, which was, however, impracticable on my part. Thus finding ourselves in the midst of the enemy's squadron, with scarcely a prospect of escape, I resolved that they should not find an easy conquest, and, with the colours of my country displayed in every conspicuous part of the vessel, prepared to defend His Majesty's brig until the last extremity. At 1 P. M., a boat from the *Algerine*, with ten men and three sweeps, came to our assistance. A light air springing up from the N. W., with the help of sweeps and boat towing, we fortunately, by 2 P. M., were only within long range of shot: the enemy's sails being clewed up, prevented her taking advantage of the breeze, which favored our escape. The chase now again commenced, and continued, within gun-shot, until sunset; the enemy keeping up a teasing fire, but unable to bring us to action. At 9 P. M., night coming on, the enemy left off chase; we, however, continued sweeping from them until midnight, when our people were quite exhausted, having been nearly 30 hours at the sweeps and in action.

“No language of mine can describe the bravery and exertion displayed by the gallant fellows under my command, and my sincerest thanks are due to every individual on board the *Brevdrageren*, whose crew, officers included, consisted only of 47; neither can I close this letter without recommending to the notice of the commander-in-chief, Mr. Anderson, sub-lieutenant; Mr. Edwards, second master; and Mr. Sukings, pilot; for their steady determined assistance in the time of real danger:—the former has been fifteen years in the service, six of which as sub-lieutenant; the master is an intelligent, active, zealous young man, worthy of every encouragement.

“Considering the great superiority of the enemy, the damage we have sustained has been inconsiderable; eight shots in the hull, the fore-mast badly wounded, and the sails, standing and running rigging, somewhat injured: our loss consists of one killed and three wounded.

(Signed)

“THOMAS B. DEVON.”

Thus, by dint of gallantry, exertion, and perseverance, was saved from capture a vessel which the Danes would, probably, have been still more anxious to possess had they known that she formerly belonged to their navy. Her consort mounted ten 18-pounder carronades, and had on board about 60 officers and men, of whom only one was killed and not any wounded. "A very serious investigation," says Captain Brenton, "would have taken place on the conduct of the lieutenant of the Algerine, but before any complaint could reach the Admiralty, he was dismissed from the command of his vessel for another breach of discipline\*."

That Lieutenant Devon's conduct was highly approved by his commander-in-chief and the Board of Admiralty, the following copies of official documents will testify.

*Extract of a letter from Admiral (afterwards Sir William) Young, to Captain Charles S. J. Hawtayne, of H. M. S. Quebec, commanding the Heligoland squadron, dated Aug. 24th, 1811.—*

"I desire you to inform Lieutenant Devon, that I have transmitted an account of his very gallant action to the Lords Commissioners of the Admiralty; and to assure him, and all the officers and crew of the *Brevdrageren* of my high approbation of the perseverance and determined courage with which they defended themselves against such very superior force: and that I have great pleasure in learning that of such brave men so few were killed or wounded in the unequal contest."

*Copy of a letter from Admiral Young to Lieutenant Devon, dated Aug. 30th, 1811:*

"Having transmitted to the Lords Commissioners of the Admiralty your letter addressed to Captain Hawtayne, giving an account of an action you had sustained against three national brigs, on the coast of Norway, their lordships have commanded me to express to you their approbation of the gallant conduct of yourself, your officers, and crew, on the occasion. I have to desire that you communicate the same to the officers and crew of the *Brevdrageren* accordingly."

The approbation of the Admiralty was further marked, by the promotion, in Sept. following, of the *Brevdrageren's* sub-

---

\* *Brenton's Nav. Hist.* V. 329. Lieutenant Blow has since been promoted to the rank of commander.



lieutenant ; but her commander did not obtain superior rank until nearly twenty months afterwards, during which period he was most actively employed on the Heligoland station, where several of his crew were killed and wounded in various skirmishes with the enemy. Among other captures made by him in 1812, were a French lugger privateer, and an armed custom-house vessel, the latter cut out from the port of Delfzyl, in the river Ems.

In March, 1813, Lieutenant Devon, then just returned to Heligoland, after a six weeks' cruise in very tempestuous weather, received information of the distressed state of the French forces at Cuxhaven, and of the entrance of a Russian army into Hamburgh. His sub-lieutenant, second master, and many men, were then absent in prizes, and himself and the remainder of his crew almost worn out with excessive fatigue ; notwithstanding which he hastened to represent to Lieutenant Francis Banks, commanding the Blazer gun-brig, the necessity of going immediately to the Elbe, and at length prevailed upon him to proceed thither, accompanied by the Brevdrageren. The timely appearance of these vessels at the entrance of that river, prevented the escape of two large gun-schuyts, which they took possession of and destroyed, and led to the destruction of eighteen others by the enemy themselves, which formidable flotilla would otherwise have been removed to Holland, under the superintendence of a French naval officer\*.

On the same day, Mar. 16th, Lieutenant Devon landed, and opened a communication with the castle of Ritzbittel, on which the Hamburgh flag was at that time displayed, the French troops, 1200 in number, having already commenced their retreat from Cuxhaven to Bremen : the result of his interview with the provisional authorities was an agreement, subsequently ratified and acted upon by his senior officer, that the above colours should be hoisted in conjunction with

---

\* See Admiral Young's orders to Captain John M'Kerlie, at p. 190 of Suppl. Part III.

the British, at all the deserted batteries, which were to be taken immediate possession of by a small military detachment brought from Heligoland; and that all military and other stores belonging to the enemy should be delivered up to the Blazer and her consort. On the 21st of the same month, Lieutenant Devon made the following official report to Lieutenant Banks :

“ Agreeably with your arrangement, I proceeded with the galley of the Brevdrageren and cutter of the Blazer, in search of the Danish privateer, said to infest the upper part of the river. At day-light this morning, we discovered two galliots, which were at first supposed to be merchant vessels; but on approaching them they hailed and instantly opened a fire. In this critical situation, there was no safety but in resolutely boarding, and I took advantage of the cheerful readiness of our people. We carried them under the smoke of their second discharge, without the loss of a man, and only two wounded on the part of the enemy; the galley boarding the first, and the Blazer’s cutter, in the most gallant manner, the second. They proved to be the Danish gun-boats *Jonge Troutman*, commanded by Lieutenant Lutkin; and *Liebe*, Lieutenant Witt, each mounting two long 18-pounders and three 12-pounder carronades, with a complement of 25 men.

“ When you consider that each of these formidable vessels was carried by a single boat, one by a cutter with twelve men, and the other by a galley with nine, the conduct of the brave fellows under my orders needs no comment: and I beg to return my sincere thanks to them, and to Mr. Dunbar, the master of the Blazer.

“ These vessels were sent, three days ago, from Gluckstadt, for the express purpose of intercepting the trade from Heligoland.”

(Signed)                      “ THOMAS BARKER DEVON.”

The *Jonge Troutman* and *Liebe* were captured near Brunsbittel, on the Hanoverian side of the Elbe, about six leagues distant from the anchorage of the British brigs. The success of this daring attack must be partly attributed to the explosion of some cartridges on the deck of the former galliot, which threw her crew into confusion, just as Lieutenant Devon was in the act of boarding. The *Liebe* surrendered, without opposition, on seeing the fate of the *Jonge Troutman*, and that her captors were hastening to the support of the Blazer’s cutter. One of the nine persons in the Brevdrageren’s galley was Mr. Frederick Devon, midshipman, brother to her commander, and then only 13 years of age.

On the 4th of the ensuing month, Admiral Young wrote to Lieutenant Devon as follows :

“I have had the pleasure, this morning, of desiring Lieutenant Banks to convey to you and to those who were with you, the expression of the Admiralty’s approbation of your conduct in the capture of the Danish gun-boats, which does indeed well deserve to be approved of. I am afraid that gun-boats make but bad prizes ; but whatever these may produce, I have desired my agent to distribute my share of it among the crews of the two boats by which they were taken, and I heartily wish it were much more than I fear it will be.”

*Extract of the Admiral’s letter to Lieutenant Banks.*

“I desire you will inform Lieutenant Devon, the Lords Commissioners of the Admiralty are pleased with his gallant conduct, and with that of the men who were with him. I have great pleasure in transmitting this expression of their Lordships’ approbation of so very gallant an achievement.”

In a memorial subsequently forwarded by Lieutenant Devon to the Admiralty, he informed their lordships that since Jan. 1st, 1812, he had been nine times personally engaged with the French and Danes, and that he had captured, in addition to the privateer, custom-house cutter, and armed galliots already mentioned, nearly thirty merchant vessels of different descriptions. On the 4th May, in the same year, he was at length promoted to the rank of commander ; and, in farther testimony of their lordships’ approval of his very meritorious services, the *Brevdrageren* was rated a sloop of war, and continued under his command.

Before the end of May, 1813, Cuxhaven and Hamburg were again in the possession of the enemy, as will be seen by reference to our memoir of Captain John M’Kerlie, who then commanded on the Heligoland station. In Oct. following, we find the *Brevdrageren* attached to the squadron under Captain Arthur Farquhar, of the *Desirée* frigate, who had been sent to co-operate with the allied forces in the neighbourhood of the German rivers. Previous to his joining that officer, Captain Devon had had two interviews with Viscount Melville, on the subject of the said service ; and on one of these occasions he was called to London express, by



a telegraphic message,—a proof of the opinion entertained by the First Lord, of his abilities and zeal.

After the capture of the enemy's shipping at Braak, in the duchy of Oldenburgh, by a detachment under Captain M'Kerlie, of which mention has been made in that officer's memoir, Captain Devon handsomely volunteered to conduct the two principal vessels down the Weser, and was accordingly placed in charge of a new 20-gun corvette, which he carried by night between Blexen and Bremer-lehe, and then, through a still narrow and intricate navigation, to her destined anchorage at the mouth of the river:—a repetition of this dangerous service was rendered unnecessary, by the sudden arrival of a battalion of Russian infantry and some Cossacks, with which force, being at that time the senior naval officer on the spot, he immediately commenced active co-operation against the above mentioned fortresses. He was subsequently entrusted with the command of the seamen landed by Captain Farquhar to erect batteries and mount sea ordnance for the reduction of those strong works, the Russians having come unprovided with any artillery,—which services were effected under very considerable difficulties and a continual sharp fire.

The operations in the Weser having been completed by the subjugation of Blexen and Bremer-lehe, Captain Devon was despatched from thence, with two gun-vessels under his orders, to support another detachment of the allied army, advancing by Embden towards Delfzyl, into which place the French had thrown a large reinforcement. There were then no less than seventeen armed vessels lying in the haven, all perfectly equipped; notwithstanding which, he anchored the *Brevdrageren* just out of range of the enemy's batteries, and immediately established a most rigorous blockade. He also assisted in repelling numerous sorties made by the enemy, who, however, held out until the occupation of Paris by the allies, in April, 1814. On the 28th of the following month, the Secretary of State at the Hague addressed a letter to Captain Devon, of which we shall here give an extract:—

“The Baron Van der Capellan, commanding the forces by land, has acquainted me with the assistance you have so effectually lent him, and in such a distinguished manner, during the blockade. I feel it incumbent on me to express my sentiments on the occasion, and to assure you of the high esteem which you have inspired for the character of a British naval officer, and of your personal merits in particular.

(Signed) “T. H. MOLLIERUS.”

An unpleasant discussion with the Prussian authorities, occasioned by Captain Devon having prevented them from seizing a quantity of valuable spars, in the charge of an agent employed by the British government, terminated the Brevdrageren's services in the river Ems; but on this, as on every former occasion, her commander's conduct met with official approbation. She returned home in July, 1814; and being then found unfit for further service, was soon afterwards put out of commission.

Captain Devon's next appointment was, Sept. 26, 1814, to the *Icarus* brig, of 10 guns, which vessel formed part of the squadron sent to escort Napoleon Buonaparte to St. Helena, from whence we find her despatched to the Isle of France and Calcutta; she was paid off, on her return home, in April, 1817. Captain Devon subsequently received an official notification from Count Munster, the Hanoverian Minister, as follows:

“44, Grosvenor Place, Nov. 30th, 1820.

“Sir,—It gives me great pleasure to have to acquaint you, that His Majesty, in consideration of the active, gallant, and zealous services you rendered when under the orders of Captain Farquhar, commanding a detached squadron in the rivers Elbe, Weser, and Ems, in the year 1813, has been most graciously pleased to nominate and appoint you a Knight of the Royal Guelphic Order, the decoration of which will be transmitted to you by the first opportunity.

(Signed) “MUNSTER.”

Captain Devon was advanced to the rank he now holds, May 27th, 1825. He married, in April, 1809, Anne, daughter of Mr. Tompson, a respectable medical practitioner in the neighbourhood of Exeter.

*Agents*,—Messrs. Stilwell.

---

## CHARLES PHILIP YORKE, Esq.

ELDEST son of Admiral Sir Joseph Sydney Yorke, K. C. B. M. P. by his first wife, Elizabeth, daughter of James Rat-tray, of Atherstone, N. B., Esq.

This officer was born about April, 1799, and educated at the Royal Naval College, where he won the second mathematical prize. He was borne for a short time on the books of the Prince 98, flag-ship at Spithead; and we subsequently find him serving as midshipman on board the Sparrowhawk sloop, Leviathan 74, and Queen Charlotte 108; the latter ship bearing the flag of Lord Exmouth, at the memorable battle of Algiers. His conduct on that occasion was highly commended by Captain Sir James Brisbane.

Mr. Yorke next joined the Leander 60, refitting for the flag of Sir David Milne, who entrusted him with the command of a small vessel employed in carrying despatches between Halifax and Bermuda; and afterwards ordered him to act as lieutenant of the Grasshopper sloop, which appointment he held from Dec. 27th, 1818, until April 11th, 1819. His first commission bears date Aug. 14th, in the latter year.

On the 29th of Oct. following, Lieutenant Yorke was appointed to the Phæton 46, Captain William Augustus Montagu; in which ship he served, on the Halifax station, until made a commander, May 18th, 1822. In Aug. 1823, he commissioned the Alacrity brig of 10 guns, fitting out for the Mediterranean station, where he was actively employed in the suppression of piracy, and watching the motions of the Turco-Egyptian forces. He obtained the rank of captain, June 6th, 1825; returned home in the Diadem transport, Jan. 31, 1826; and was appointed to the Alligator 28 (now in the Mediterranean), Dec. 21st, 1828.

---



## HENRY DUCIE CHADS, Esq.

*A Companion of the Most Honorable Military Order of the Bath.*

ELDEST son of Captain Henry Chads, R. N., who died at Chichester, Oct. 10th, 1799.

This officer entered the Royal Naval College, Portsmouth, in Oct. 1800; and from thence joined the Excellent 74, Captain (now Admiral) Sotheron, under whom he assisted at the defence of Gaeta, was present at the capture of Capri\*, and completed his time as midshipman on the Mediterranean station. His first commission bears date Nov. 5th, 1806, at which period he was appointed, by Captain (afterwards Sir George) Montagu, to the Illustrious 74, Captain (now superannuated Rear-Admiral) William Shield, employed in the blockade of Cadiz. In July, 1808, we find him joining the Iphigenia frigate, Captain Henry Lambert, with whom he visited Quebec, and subsequently proceeded to the Cape of Good Hope.

In Aug. 1809, while cruising off the Mauritius, the Iphigenia accidentally ran on board the Boadicea frigate, and thereby lost her bowsprit and foremast. The next night she got aground under a heavy battery, where she was long exposed to a very severe fire. Not thinking it possible to save her, the senior officer of the squadron sent orders to set her on fire; but, after throwing some guns overboard, she was at length got off, through the persevering gallantry and uncommon exertions of her officers and crew.

In consequence of these unfortunate accidents, the Iphigenia was obliged to be docked at Bombay; from whence she returned to the Cape station, about the end of October, 1809.

Owing to the successes of the French cruisers, Vice-Admiral Bertie, commander-in-chief, had now determined to maintain the blockade of the Isles of France and Bourbon

---

\* See Vol. I. Part I. p. 315 *et seq.*

during the hurricane months, which had never before been attempted, and Captain Lambert was the officer selected to conduct this important and harassing service, with the Leopard of 50 guns, Magicienne frigate, Sapphire sloop, and Staunch gun-brig, under his orders.

The Iphigenia afterwards formed a part of the squadron under Captain (now Sir Josias) Rowley, at the reduction of Isle Bourbon; and Lieutenant Chads was publicly thanked by the military commander, Lieutenant-Colonel Keating, for his conduct at the landing of the troops, a service of considerable difficulty, and attended with some loss\*.

About a month after this event, Lieutenant Chads was lent to the Sirius frigate, with the Iphigenia's launch and cutter, to assist in an attack upon l'Isle de la Passe, the key to Port Sud-Est, and which had hitherto been considered as almost impregnable. The main object of this enterprise has been stated in our memoir of Captain Sir Nesbit J. Willoughby.

The batteries on l'Isle de la Passe were all erected in commanding situations, with high breast-works, and mounted nineteen heavy pieces of ordnance, including three 13-inch mortars and two howitzers. The only landing place is on the inner or N. W. side of the island, and was well protected by a strong high chevaux-de-frise: the passage to it is not more than 250 yards wide. In order to arrive there, it was necessary to pass close under three batteries, guarded from surprise by a rugged coast, and an incessant high surf. The French garrison consisted of two commissioned officers, about 100 regular troops, and a number of armed blacks. The force considered necessary to ensure the success of the enterprise amounted to 400 officers and men; of whom 112 were soldiers embarked in la Nereide frigate.

We should here observe, that after the failure of the former attempt to land †, the Sirius and her consorts had proceeded off Port Louis, in order to lull the suspicions of

---

\* See Suppl. Part II. p. 153 *et seq.*

† See Suppl. Part II. p. 155 *et seq.*

the enemy as to any meditated attack upon l'Isle de la Passe. To further the deception, it was now arranged by Captain Pym, the senior officer, that they should return by different routes; la Nereide taking the shortest, on account of her inferior sailing.

The Sirius arrived off the island while Captain Willoughby, who had volunteered to conduct the attack, was still at a great distance to leeward; and Captain Pym, fearing that the enemy might gain some intimation of his intention, as well as being eager to avail himself of the favorable state of the weather, resolved to despatch his own boats and the Iphigenia's, without waiting for those of la Nereide. Accordingly, at 8-30 P. M. (Aug. 13th) two launches, two pinnaces, and two cutters, containing about 120 officers, seamen, and marines, pushed off from the Sirius, under the command of Lieutenant George R. Norman, and the guidance of a faithful black pilot, whose services had been secured by Captain Willoughby.

Fortunately for the assailants, just as they got abreast of the outer battery, the moon, which had been shining very bright, became suddenly obscured, and drizzling rain descended, thereby enabling them to reach the third battery before their approach was discovered. The enemy then challenged the leading boat, commanded by Lieutenant John Wyatt Watling, and opened a fire which proved rather destructive to her crew.

Dashing on, the whole of the boats soon reached the landing place, where the two French howitzers did considerable execution. Lieutenant Norman, after vainly attempting to scale a breast-work, and when in the act of turning round to try the *chevaux-de-frise*, was shot dead by a sentinel, who had scarcely discharged his musket before he himself fell by the hands of a British sailor. The command of the storming party then devolved upon Lieutenant Chads, who soon had the satisfaction of seeing the enemy fly in every direction, at the point of the sword, pike, and bayonet. The total loss sustained by the British was five killed and twelve wounded.

Thus fell l'Isle de la Passe, the key, as we have before



observed, to Grande Port, where the enemy's cruisers frequently assembled, and to which they had sent many of their valuable prizes taken in the Indian seas. So completely was the French commandant taken by surprise, that he neglected to destroy his private signals and instructions, by means of which a successful *ruse* was afterwards practised by Captain Willoughby, who wrote to Lieutenant Chads as follows:—

“Sir,—As the officer who volunteered, and expected to head the storming party at l'Isle de la Passe, though from the bad sailing of his Majesty's ship *Nereide* it was impossible for me to be present, I consider it justice to one of the handsomest *coups* of our campaign, to declare that I think a more gallant action could not be performed; and that I always considered, and do now, l'Isle de la Passe as an extremely strong fortification against boats or storming. I return you my sincere thanks for the great help this capture gave me, in enabling me instantly to attack Point du Diable, and to put in execution the wishes of his Excellency the Governor of Bourbon\*.  
(Signed) “N. J. WILLOUGHBY.”

Mr. James, in the fifth volume of his *Naval History*, second edit. p. 401, says, “we cannot understand how it happened, that the official account” (his own, by-the-bye, is a most incorrect one) “of this very dashing exploit, did not find its way into the *London Gazette*.” He would have expressed still greater surprise had he known, that it contained no mention whatever of the *Iphigenia's* boats, nor any acknowledgment of the assistance rendered by nearly 50 of her crew, then serving under the command of Lieutenant Chads. We shall here present our readers with a copy of this hitherto unpublished document:—

“*Sirius*, entrance of Grande Port, Aug. 14, 1810.

“Sir,—L'Isle de la Passe is in our possession—it completely commands Grande Port. At dusk, last night, I hoisted out my boats, and ran down in sight of the rocks. At half-past 8, they pushed off; and, at 11, got within hail and completely surprised the island in the rear; it was stormed and carried in a few minutes. I knew the tried gallantry of the officers and men, as also the good qualities of the boats; I therefore expected every thing that was done, and am convinced that nothing could excel the gallantry of Lieutenant Norman and all the officers and men under his

---

\* See Suppl. Part II. pp. 156—158.

command; but sorry I am to say, he lived only a few minutes after the victory. In him, the service has lost a most zealous, gallant, and valuable officer. Johnson, the pilot, shewed the utmost address and gallantry in approaching the island. Much credit is due to Mr. Enwright the surgeon, and his assistant, for their close attendance, both being on shore before a wounded man could be taken out of the boats. Our loss has been severe, but from the importance of this post, I think it could not have been well less. The bay inside the island will hold any number of vessels; the whole coast near the port is unprotected, and the water is very smooth. I have to request you will particularly recommend, as being highly deserving of promotion, Lieutenants Chads and Watling; Lieutenants James Cottell and William Bate, of the royal marines; Lieutenant Davis, of the engineers, (a passenger with me, who volunteered his services in the boats, an officer of great ability, to whom I have entrusted the new and additional defence of the island) Mr. Saunders, master's-mate, whom I shall be proud to have as lieutenant of this ship; and Messrs. Parr, Andrews, Simpson, Braithwaite, De Horun, and Hislop, midshipmen, but who have not yet served their time. I enclose a list of the killed and wounded, and shall get every other necessary paper, as soon as possible, to accompany this. I have the honor to be, &c. (Signed) "S. Pym."

"To Commodore Rowley, *Boadicea*."

As the names appear in Captain Pym's letter, so was the seniority of Lieutenants Chads and Watling; notwithstanding which, he afterwards granted the latter officer a certificate, wherein is the following paragraph:—

"I do further certify, that the conduct of the said Lieutenant Watling in the attack of l'Isle de la Passe, under Lieutenant Norman, of the *Sirius*, was truly gallant, and that after the latter was killed, by his side, in the moment of victory, he took the command."

Although the latter part of this quotation is too absurd to require any comment, we shall here give an extract of a letter subsequently addressed to Lieutenant Chads by Captain Bate, R. M.

"It was impossible Lieutenant Watling could have taken the command after poor Norman's death, you being his senior officer, and I do well recollect your claiming it in the presence of Captain Cottell and myself, and that we both acknowledged you as our commanding officer."

Ten days after the capture of l'Isle de la Passe, the *Iphigenia* and *Magicienne* arrived there, and formed a junction with the *Sirius* and *Nérei*de. The disastrous result of an

attack made by these four frigates upon a French squadron, under Mons. Duperré, whom Captain Willoughby had decoyed into Grande Port, by means of the enemy's own signals, has been officially described at pp. 164—166 of Suppl. Part. II. The particular share borne by the *Iphigenia* in this battle is more fully shewn at pp. 169, 170, and 172 of the same volume. Her loss consisted of five men killed and thirteen, including her first lieutenant\*, severely wounded. It is now our province to narrate the subsequent gallant conduct and laborious exertions of Captain Lambert, his officers and crew.

After driving two of the enemy's ships † on shore, and silencing the battery de la Reine, Captain Lambert sent a boat to the *Sirius* for orders, and was directed to warp out of gun-shot. This he commenced doing by the stern, with the stream and kedge-anchors, at the same time sending the end of his best-bower cable on board the *Magicienne*, for her to endeavour to heave off by. The *Iphigenia* had previously received a supply of 18-pound shot from the *Sirius*, having fired away all her own while gallantly supporting la *Néride*.

At day-light (Aug. 24), when the whole of the enemy's ships were discovered "*on shore in a heap*," and la *Néride* lying "*a perfect wreck*," Captain Lambert having warped the *Iphigenia* into the channel by which Captain Willoughby had entered, considered that he had a noble opportunity of retrieving the misfortunes of the battle, by running down, and placing his frigate close under the sterns of the Frenchmen. Lieutenant Chads, with a message to this effect, and a proposal to take on board a portion of the crews of the *Sirius* and *Magicienne*, went immediately to Captain Pym; who returned for answer that Captain Lambert must continue warping out, as he and his officers had still hopes of getting the *Sirius* afloat. The enemy having then recommenced firing, and some of his shot reaching the *Iphigenia*, Captain Lambert next sent Lieutenant Edward Grimes, to say that he should be obliged to renew the action in his own defence,

---

\* Now Commander ROBERT TOM BLACKLER.

† La *Minerve* frigate and the Ceylon Indiaman.



and again requested permission to close with *la Bellone* and her consorts. Shortly afterwards, Lieutenant Watling came from the *Sirius*, with a message to the same effect as that sent back by Lieutenant Chads. The *Iphigenia* accordingly resumed her labours; and, as soon as she had removed a little farther off, the French directed the whole of their fire at the *Magicienne*. By 10 A. M., the *Iphigenia* was warped close to the *Sirius*, and Captain Lambert immediately commenced annoying the enemy, who were endeavouring to remount their guns at the battery de la Reine.

Either because Mons. Bouvet, who had taken the command of the French squadron, was not willing to risk his boats whilst the *Iphigenia* and *Magicienne* still kept up their fire, or that his whole attention was absorbed in preparations to receive the former frigate, seeing that the channel was open to her, he did not send to take possession of *la Néreide* until nearly 3 P. M. It being then found impracticable to get the *Magicienne* afloat, her officers and crew were removed to the *Iphigenia*, preparatory to her being set on fire; and at 7-30 P. M. she blew up with her colours flying. Her stream and both bower-anchors were weighed by Captain Lambert, the cables having been previously hauled on board his ship.

On the 25th, at 4 A. M., the *Iphigenia* again began warping, but it was not until 7-30 that a light air from the land enabled her to get completely out of gun-shot. In the mean time the enemy had been continually firing at her and the *Sirius*, both from their ships and a newly erected battery on shore.

The combined efforts of the officers and men of the *Sirius*, *Iphigenia*, and *Magicienne*, to get the former frigate afloat, proving utterly vain, it was next determined to destroy her. The idea of cutting away the masts, and converting her into a floating battery, does not appear to have been entertained. The ship's company and a very small portion of stores, with some of the grape and canister-shot that were on deck, but neither provisions nor water, were removed to her only remaining consort; and at eleven o'clock the *Sirius* was no more.

During the afternoon of the 25th, the *Iphigenia* continued warping against a strong wind and current, but owing to the loss of several anchors, she made very little progress towards l'Isle de la Passe, which post Captain Pym, on giving up the command to Captain Lambert, had "recommended his supporting and protecting." On the 26th, she was similarly employed, from 4 A. M. until 8-30 P. M., when she brought up about three-quarters of a mile from the island.

The next day, at 8 A. M., while again warping, and still making very small progress, Captain Lambert discovered three French frigates working up to l'Isle de la Passe. An enemy's brig had been watching his movements ever since the destruction of the *Sirius*. *All the ships in Grande Port were now seen afloat*, and *la Bellone* in an advanced position. The *Iphigenia* was cleared for action; but on examining into her resources, Captain Lambert had the mortification to find that she possessed no more than twenty-five broadsides of shot for the main-deck, and forty for the quarter-deck (a large proportion of which were grape and cannister), and only twelve tons of water, with very little provisions, for the support of nearly 1000 persons, including those on the island.

The enemy's squadron in the offing was commanded by Commodore Hamelin, who, at 5 P. M., summoned Captain Lambert to surrender at discretion. He refused to do so, but offered to give up l'Isle de la Passe in its present state, provided the *Iphigenia* was allowed to embark every British subject, and to retire unmolested. At sun-set the gallant frigate ceased warping, and brought up close to the island. In the course of the ensuing night, however, she drifted a considerable distance.

On the 28th, at 7-30 A. M., a second flag of truce came from Mons. Hamelin, urging his previous demand, and promising that all the British, both officers and men, should be allowed their parole. At 9 A. M., another boat came alongside with a summons from the Governor-General of the Isle of France. To Commodore Hamelin, Captain Lambert replied, offering to surrender his frigate and l'Isle de la Passe,

the next day, at 10 A. M., provided the French authorities would furnish, within a month, a conveyance for the whole body under his command and protection to any British settlement. To General De Caen, he sent copies of his correspondence with the Commodore, and expressed a hope that his Excellency would require no alteration in the terms proposed.

At 1 P. M., there arrived a second letter from General De Caen, pledging the faith of his Government, that, *within a month*, he would send every officer and man, then with Captain Lambert, either to the Cape of Good Hope or to England, on condition of their not serving again until regularly exchanged; and also that no one should be deprived of his private property. It is said, that a sanguinary threat accompanied this last summons. Surrounded as he then was by an overwhelming force, and without a prospect of succour, Captain Lambert had no alternative but to surrender. In the necessity of this measure, his two brother-officers most fully concurred. The terms of the capitulation, however, were most basely violated.

Captains Pym, Lambert, and Curtis, with their respective officers and crews, Captain Todd of the 69th regiment, whom Captain Willoughby had appointed commandant of l'Isle de la Passe, and the soldiers forming the garrison, were marched to Port Louis, and there treated in the harshest manner. Captain Lambert received many insults, and his brave companions were plundered of almost every article belonging to them; the whole of the commissioned officers, military as well as naval, with the exception of those named above, were cooped up in the cabin of a captured Indiaman, where the only light and air admitted were through the quarter-galleries and a small hatchway, the ports and stern-windows being planked in:—when allowed to go upon deck, although in so hot a climate, the comfort of an awning even was denied them; their provisions were execrably bad, and very irregularly supplied; and, in spite of the solemn pledge given by De Caen, they were kept in that horrible state of confinement until the Mauritius was subjugated by the British, in the month of December following.



After the court-martial, by which the captains, officers, and ships' companies of the *Sirius*, *Iphigenia*, *Magicienne*, and *Néreide* were all "*most honorably acquitted*," Vice-Admiral Bertie, at the particular recommendation of Captain Lambert, and to mark his approbation of Mr. Chads's former conduct, re-appointed him to the *Iphigenia* as first lieutenant, which was the only instance of an officer having that favor extended to him. The *Iphigenia* returned home, and was paid off in April, 1811.

On the 25th of the ensuing month, Lieutenant Chads waited on the First Lord of the Admiralty, with an introductory letter, of which the following is a copy:—

"Sir,—In justice to merit, permit me to introduce to you Mr. Chads, late first Lieutenant of H. M. ship *Iphigenia*, who served under my command upwards of two years. He is a most zealous, gallant, good officer, and invariably a volunteer on all services. I have the honor to be,  
&c. (Signed) "HY. LAMBERT."

"*Right Honorable Charles Yorke,*  
&c. &c. &c."

In Dec. following, Lieutenant Chads was appointed to the *Semiramis* frigate, Captain Charles Richardson, under whom he served, on the Irish and Channel stations, until Captain Lambert commissioned the *Java* 46, and applied for him to be first of that ship, in Aug. 1812.

The *Java* (formerly *la Renommée* French frigate \*), was then fitting out at Portsmouth, for the purpose of conveying to Bombay the newly appointed commander-in-chief, Lieutenant-General Thomas Hislop and suite, together with a large quantity of naval stores, including copper sheathing for a 74-gun ship and two brigs building in India.

Having embarked his passengers, and received on board 86 supernumeraries, a very large proportion of whom were marine-society boys, Captain Lambert sailed from Spithead, with two of the Hon. E. I. Company's ships under convoy, Nov. 12th, 1812. About a month afterwards he captured and manned an American merchant ship, thereby reducing his complement to 272 officers, men, and boys. Of this number,

\* See Vol. II. Part II. p. 834.

twenty-three were boys, eighteen raw marine recruits, and about sixty Irishmen who had never before been on salt water, except in crossing over from their own shores to England. Of the remainder of *his proper crew*, not fifty men had ever been in any other ship or vessel of war.

On the 24th of Dec., being rather short of water, and not able, without much difficulty, to get at what remained in the hold, on account of the numerous heavy articles stowed there, Captain Lambert resolved to touch at St. Salvador for a supply, and altered his course accordingly. The East India-men, not wishing to go so far out of their way, parted company the same day, and proceeded on their voyage without any escort. On the 29th, the Java, then in sight of the Brazilian coast, discovered, pursued, and most gallantly brought to action, the United States' ship Constitution, then mounting 55 guns, with a complement of 480 persons, amongst whom we believe, were only three boys: it is our painful duty to add, that many of her crew were British sailors, long experienced in active warfare. Lieutenant Chads thus narrates the circumstances and result of a conflict, that was no less nobly continued by himself, than it had been valiantly begun by his lamented friend and captain:—

“At 8 A. M., close in with the land, the wind at N. E., discovered a sail to the S. S. W., and another off the entrance of St. Salvador; cast off the prize in tow, and made all sail in chase of the ship to leeward. At 10, made the private signal, which was not answered. At 11, hauled up, bringing the wind on our larboard quarter; took in the studding-sails, and prepared for action; the stranger standing towards us under easy sail, and apparently a large frigate. At a little after noon, when about four miles distant, she made a signal, which was kept flying about ten minutes, when she tacked and stood from us under all plain sail, running just good full; hauled up the same as the chase, but the breeze freshening, could not carry our royals; we were going at least ten knots, and gaining very fast on the chase. At 1-30, she hoisted American colours. At 1-50, having closed with the enemy to about two miles, he shortened sail and luffed up to the wind; hoisted our colours, put ourselves under the same sail, and bore down on him; he being at this time about three points on our leebow. At 2-10, when half a mile distant, he opened his fire from the larboard side, which we did not return till within pistol-shot, on his weather-bow. On the smoke clearing away, found him under all sail

before the wind, and made sail after him. At 2-25, engaged him with our larboard guns, and received his starboard; then wore, and raked him close under his stern, giving him the weather-gage, which he did not take advantage of, but made sail free on the larboard tack: luffed up, gave him our starboard guns, raking, but rather distant, and made sail after him. At 2-40, enemy shortened sail; did the same, and engaged him close to windward. At 2-50, he wore in the smoke, and was not perceived till nearly round, having just lost the head of our bowsprit, the jib-boom, &c.: hove in stays hoping to get round quick and prevent our being raked, but the ship hung a long time, and we received a heavy raking broadside into our stern, at about two cables' length distant; gave him our larboard guns on falling off; the enemy wore immediately, and we did the same. At 2-55, brought him to close action within pistol-shot: the master was now wounded and carried below. Continued it till 3-5, when finding the day evidently gone, from all our rigging being cut to pieces, with our fore and main-masts badly wounded, Captain Lambert determined on boarding, as our only hope: bore up, and should have succeeded in laying him aboard abreast of his main-chains, but from the unfortunate fall of our fore-mast, the remains of our bowsprit passing over his stern, and catching his mizen-rigging, which was a great misfortune, as it brought us up to the wind and prevented our raking him. Whilst under the enemy's stern, attempting to board, there was not a man to be seen on his deck, from which circumstance I am induced to believe there was a good prospect of success. This manœuvre failing, we were left at the mercy of the enemy, which he availed himself of, wearing across our bows, raking us, when our main-top-mast went, and wearing again, at 3-20, under our stern. At 3-30, our gallant captain was mortally wounded, and carried below: from this time till our mizen-mast went, at 4-15, the enemy laid on our starboard quarter, pouring in a tremendous galling fire, whilst on our side we could never get more than two or three guns to bear, and frequently none at all. After this we fell off, and the enemy's rigging was so much cut, that he could not avoid shooting a-head, which brought us again fairly broadside and broadside; Java very frequently on fire, from firing through the wreck which lay on the side. Engaged till 4-35, when the Constitution made sail a-head, and got out of gun-shot, where she remained an hour, repairing her damages, leaving us a perfect wreck, with our main-mast only standing, and main-yards gone in the slings. Every exertion was made by us, during this interval, to place the ship in a state to renew the action; we succeeded in clearing the wreck of our masts from the guns, and endeavoured to get before the wind by setting sails on the stumps of the bowsprit and fore-mast; got the main-tack forward, the weather yard-arm remaining aloft; cleared away the booms, got a top-gallant-mast out, and commenced rigging it for a jury-fore-mast, intending to set a lower steering-sail for a foresail. Before we could get this accomplished, we were



obliged to cut away the main-mast, to prevent its falling in-board, from the heavy rolling of the ship. The enemy now bore up to renew the action; made every preparation to receive him; reloaded the guns with round and grape. Mustered at quarters, and found 110 men missing; six quarter-deck guns, four on the fore-castle, and many of the main-deckers disabled, with the wreck lying over them; the hull knocked to pieces, and the fore-mast, in falling, had passed through the fore-castle and main-decks; all our masts gone, the ship making water, and one pump shot away. I consulted with Lieutenants Herringham and Buchanan, when it was determined to engage again, should the enemy give us an opportunity of so doing with a probability of disabling him, which was now our sole object; but that it would be wasting lives, in resisting longer should he resume a raking position, which unfortunately was the case. When he arrived close to us, and brought his broadside to bear, I struck, and hailed him to say we had done so; this was at 5-50. We were taken possession of at 6, by the American frigate *Constitution*, commanded by Commodore Bainbridge, who, immediately after ascertaining the state of the *Java*, resolved on burning her, which we had the satisfaction of seeing done, as soon as the wounded were removed. The Americans allowed that they had ten killed, but differed very much about their wounded, which I found to be forty-four severely, and four mortally; the number *slightly* wounded I could not ascertain\*. As my account differs from the one in the public papers, said to be the official report of Commodore Bainbridge, I beg leave to state the manner in which I obtained this knowledge.

“Being, of course, anxious to discover the loss sustained by the enemy, I directed Mr. Matthew Capponi, assistant surgeon, to lend his assistance in dressing their wounded: this he did, and reported to me the statement I have made. It having also been said in the papers, that the *Constitution* was soon in a condition to commence a second action, I must observe, that I do not think such a statement could have been authorised by Commodore Bainbridge, for her rigging was much cut, and her masts severely wounded; so much so, as to oblige her to return to America, which she certainly otherwise would not have done; for she was waiting only to be joined by the *Essex* and *Hornet*, when the further destination of this squadron, I was given to understand, was India.

“When the prisoners were removed from the *Java*, she was set fire to, although but twelve leagues distant from St. Salvador, with moderate weather; the cause of which was her shattered state, and not from any fear of

---

\* Amongst the wounded were Commodore Bainbridge, severely; and his fifth lieutenant, mortally.

taking her to a neutral port, as stated in Commodore Bainbridge's letter, for he repaired thither with his own ship, carrying in a valuable prize, the Eleanor schooner, from London.

"It is most gratifying to my feelings to notice the gallantry of every officer, seaman, and marine on board. I can never speak too highly of the able exertions of Lieutenants William Allan Herringham and George Buchanan; Mr. Batty Robinson, master and Lieutenants Robert Mercer and David Davies, of the royal marines. To Captain John Marshall, R. N. who was a passenger, I am particularly obliged for his exertions and advice throughout the action. To Lieutenant \_\_\_\_\_ Aplin, who was on the main-deck, and Lieutenant James Saunders, who commanded on the fore-castle, I also return my thanks. I cannot but notice the good conduct of the mates and midshipmen, many of whom were killed, and the greater part wounded. To Mr. Thomas Cooke Jones, surgeon, and his assistants, every praise is due for their unwearied assiduity in the care of the wounded. Lieutenant-General Hislop, Major Walker and Captain Wood, the latter of whom was severely wounded, were solicitous to assist and remain on the quarter-deck."

Annexed is a statement of the comparative force of the two ships:—

	JAVA.		CONSTITUTION.
Main-deck . . . . .	28 long eighteen-pounders . . . . .	. . . . .	32 long twenty-four pounders.
Quarter-deck, and and Fore-castle, } }	16 thirty-two-pounder carronades and 2 long nine-pounders,	} }	22 thirty-two-pounder carronades.
	Total 46 guns, exclusive of a boat's car- rionade.		54 guns, exclusive of an 18-pounder carrionade on a travelling carriage.
<hr/>			
Broadside weight of metal	{ long guns, 261 } 517 pounds.		{ long guns, 384 } 736 pounds. { carrionades, 256 } { carrionades, 354 }
<hr/>			
Complement	{ Officers and men belonging to the ship 249 Boys . . . . . 23 Officers, &c, paasengers . . . . . 19 Supernumerary men and boys . . . . . 86 }	Total 877	{ 477 3 none } Total 480. { none }
Size in tons . . . . .	. . . . . 1081		. . . . . 1533

The following is an abstract of the loss sustained by the Java in this long and well-fought action.

**Killed.**—Messrs. Charles Jones, Thomas Hammond, and William Gascoigne, master's-mates; William Salmond, midshipman; Thomas Joseph Matthias, sup. clerk; twelve seamen, and four marines:—total 21.

**Wounded.**—Captain Henry Lambert, Mr. Edward Keele, midshipman, and one sailor, mortally: Mr. James Humble, boatswain, and four men,

dangerously: Captain J. T. Wood (aide-de-camp to Major-General Hislop); Mr. Batty Robinson, master; Lieutenant David Davies, R. M.; Messrs. Charles Keele, Martin Burke, Frederick Morton, and William Brown, midshipmen; and forty-five sailors, marines, and boys, severely: Captain John Marshall, Lieutenants Henry Ducie Chads and James Saunders; Mr. James West, midshipman; and thirty-nine men and boys, slightly:—total 103.—Grand total 124.

Lieutenant Chads, in his official report to the Admiralty, written two days after the action, says, "I cannot conclude this letter without expressing my grateful acknowledgments, thus publicly, for the generous treatment Captain Lambert, and his officers have experienced from our gallant enemy." But, in a subsequent despatch, he informs their lordships, that the *crew* of the *Java* "were pillaged of almost every thing, and kept in irons." Speaking of those who were either dangerously or severely wounded, Mr. Jones, the surgeon, observes,—“Their removal to the *Constitution*, the deprivations they there experienced as to food, and the repeated disturbances they suffered by being carried below, and kept there for several hours three different times, on the report of an enemy heaving in sight; when these, I say, are considered, and the results contrasted with those of the American wounded, who were placed in the most healthy part of the ship, provided with every little luxury from competent and attentive nurses, and not allowed to be removed when ours were thrust into the hold with the other prisoners, the hatches at once shutting out light and fresh air, and this too in the latitude of St. Salvador, the recovery of our seamen appears as miraculous as it has already proved happy; and truly evinced both resignation and courage, in patiently submitting without a complaint to the cruelties of their situation, and firmly contending with every obstacle which chance or oppression could present or inflict. The unfortunate visitation of contagious diseases among the crew, on our passage home, proved a melancholy addition to our late disasters; they mended exceedingly, however, when we obtained supplies at the Western Islands; and on our arrival at Portsmouth, only two inefficient men remained on my list.”



The surviving officers, men, boys, &c. of the Java returned home from Brazil in two cartels; and were tried by a court-martial for the loss of their ship, on the 23d April, 1813. Major-General Hislop's evidence on this occasion was as follows:—

“It would be presumption in me to suppose that any testimony of mine can be requisite to give weight to the more substantial proofs which must appear before this honorable court, in manifestation of the exemplary conduct of Lieutenant Chads, as connected with the important matter submitted to its investigation and judgment. Impressed, notwithstanding, with the hope, that if I cannot strengthen, I shall not at any rate diminish the claims he may otherwise be found to have to a decision most honorable to him, I have felt induced to give indulgence on the present occasion to the expression of those feelings of admiration, with which I witnessed the cool, firm, and determined resolution of that officer, when it was but too evident that no chance remained to him of any successful resistance on a renewal of the action against the enemy; nevertheless, his determination to maintain the contest, should the possibility of hurting or disabling the enemy's ship present itself, remained unshaken. Such an opportunity, however, was not put in his power, and it was not until the unavailing loss of innumerable lives was at the very point of being effected, that he consented to yield to the superior force he had contended with, thereby exhibiting to the latest moment a degree of undaunted perseverance which did not fail to acquire him the encomiums of the enemy he had been opposed to, whose voluntary and unexpected avowal thereof was, in the handsomest terms, communicated to him. It would also be presumption in me to speak of the distinguished bravery and merit exhibited by the late Captain Lambert, to the moment of receiving his much lamented wound, and whose melancholy fate I shall ever most deeply deplore.

“I beg further to offer to this honorable court, a note that was transmitted to me by Commodore Bainbridge, which will shew the opinion our enemy entertained of the action.

( COPY. )

“Commodore Bainbridge has learned, with real sorrow, the death of Captain Lambert; though a political enemy, he could not but greatly respect him for the brave defence he made with his ship; and Commodore Bainbridge takes this occasion to observe, in justice to Lieutenant Chads, who fought the Java after Captain Lambert was wounded, that he did every thing for the defence of that ship, that a brave and skilful officer could do; and that further resistance would have been a most wanton effusion of human blood.”

The testimony of Captain Marshall was equally creditable to the officers and crew of the Java; and the Court agreed, that the capture of that frigate "was caused by her being totally dismasted in a very spirited action with the Constitution, a ship of considerably superior force; in which the zeal, ability, and bravery of the late Captain Lambert, her commander, was highly conspicuous, and honorable, he being constantly the assailant, until the moment of his much lamented fall; and that, subsequently thereto, the action was continued with equal zeal, ability, and bravery, by Lieutenant Henry Ducie Chads, until she became a perfect wreck, and the continuance of the action would have been a useless sacrifice of lives. The Court did therefore adjudge Lieutenant Chads, and the other surviving officers, &c. &c. to be "*most honorably acquitted.*" The president, Rear-Admiral (now Sir Graham) Moore, in returning Lieutenant Chads his sword, addressed him as follows:—

*"I have much satisfaction in returning you your sword. Had you been an officer who had served in comparative obscurity all your life, and never before been heard of, your conduct on the present occasion has been sufficient to establish your character as a brave, skilful, and attentive officer."*

Immediately after the trial, Lieutenant Chads was presented by Major-General Hislop with an elegant sabre, on which is a suitable inscription. On the 28th of the following month, he was most deservedly promoted to the command of the Columbia sloop of war, formerly an American privateer; and, as the greatest possible compliment that could be paid to the brave defenders of the "Java," that name has since been given to a new ship of the same dimensions as the Constitution. It has long been a subject of just complaint, that no remuneration is ever allowed to naval officers for the loss of personal property, whether by capture or shipwreck. This was the second time that Lieutenant Chads had had the misfortune to be taken prisoner, and on each occasion, in company with officers of the army:—in both instances, he lost his all, without receiving any recompence;—they, on the contrary, were amply reimbursed, according to their several

ranks. Why should there be any difference of treatment between the two services? It is surely unjust to deny to one what is invariably granted to the other.

After bringing home a number of invalids from Halifax, the *Columbia* proceeded to the Leeward Islands, where she continued until the last Buonapartean flag that ever flew in the West Indies, was struck to Rear-Admiral Sir Philip C. Durham, who certifies, "that Captain Chads was at all times particularly active and attentive, especially at the reduction of Guadaloupe (in 1815), when he displayed the ability, activity, and zeal of a clever officer." Subsequent to this event, Captain Chads received a very flattering letter from Lieutenant-General Sir James Leith, of which the following is a copy:—

*Guadaloupe, Sept. 1, 1815.*

"Dear Sir,—I have made arrangements, by which a proportion of the emoluments of the office of Weigh-Master, at Guadaloupe, shall be paid to you while I command here, and although but very inconsiderable, I hope you will have the goodness to accept it, as a mark of my esteem, and the sense I entertain of your zeal in the King's service, and of your exertions in the disembarkation of the troops in the late attack on this colony. I am, with much esteem, dear sir, yours faithfully,

(Signed)

"JAMES LEITH."

*"To Captain Chads, H. M. S. Columbia."*

Guadaloupe having been restored to France after the final overthrow of Napoleon Buonaparte, no benefit accrued to Captain Chads from the appointment thus kindly given to him by Sir James Leith; and the *Columbia* being paid off in November following, he remained without any further employment for a period of eight years. His next appointment was, Nov. 23rd, 1823, to the *Arachne* of 18 guns, fitting out for the East India station.

In this sloop, Captain Chads successively visited Lisbon, the Cape of Good Hope, the Mauritius, Trincomalee, and Madras; from which latter place he proceeded, on his own responsibility, to co-operate with the expedition at Rangoon, under the command of Sir Archibald Campbell, K. C. B. The very important services he there rendered to the Hon. East



India Company, and his active, gallant, and zealous exertions during the subsequent advance upon Ava, are detailed in a concise narrative of the naval operations of the Burmese war, which, for the sake of preserving its continuity, and in order to avoid the frequent repetition that would otherwise be necessary, as we descend the list of captains and commanders still before us, we shall place as an appendix to this volume. From what is there stated, our readers will learn, that the duties thus voluntarily performed by Captain Chads at Rangoon, and on the Irrawaddy, were of no common character, and that the manner in which they were executed gained him the unqualified approbation of the Admiralty, and of every superior officer;—also, we can confidently add, the esteem of all his associates. For these services he was promoted to his present rank, July 25th, 1825; appointed to the command of the Alligator 28, in November following; nominated a C. B. in Jan. 1827; and often publicly thanked by the Supreme Government, and other high authorities in India: he likewise received the thanks of parliament in common with his brother officers; and although his rank precluded him from being individually named by the senate on that occasion, his ability, bravery, and uncommon exertions were mentioned in the House of Commons, in terms the most flattering and honorable. After affixing his signature, as the senior naval officer and a civil commissioner, to the treaty of peace, he conveyed the first instalment of the indemnification money, paid by the Burmese, from Yandaboo to Calcutta; and then returned home in the Alligator, which ship he paid off at Plymouth, Jan. 3rd, 1827.

Captain Chads married, Nov. 26th, 1815, Elizabeth Townshend, eldest daughter of John Pook, of Fareham, co. Hants, Esq. and has issue two sons and three daughters. One of his brothers is a retired officer of the royal marines, and another a captain in the army.

*Agents*,—Messrs. Cooke, Halford, and Son.

---

## HENRY LAMBERT, Esq.

THIS gallant and lamented officer, of whom we have spoken in the preceding memoir, entered the royal navy as midshipman, under the late Admiral Robert Man; and afterwards served on board *la Virginie* frigate, Captain Anthony Hunt, with whom he sailed for the East Indies in the beginning of 1798\*. We there find him joining the *Suffolk* 74, bearing the flag of Rear-Admiral Peter Rainier, who gave him his first commission, and in due time promoted him to the command of the *Wilhelmina*, formerly a Dutch 32-gun frigate, but then mounting only eighteen long nine pounders, two sixes, and one twelve-pounder carronade (used as a shifting gun), with a complement of 124 officers, men, and boys. In this ship he fought a very severe action with *la Psyché* French privateer (formerly a national frigate), mounting twenty-four long twelve-pounders, two sixes, and ten eighteen-pounder carronades, with a crew of 250 men and boys, commanded by Mons. Trogoff, who, in the eastern hemisphere, the chief scene of his exploits, bore the character of a brave, skilful, and enterprising officer. This affair took place on the 11th of April, 1804; and is thus described by Mr. James, in the third volume of his naval history:—

“At 5-30 A. M., being on the larboard tack, the *Wilhelmina* passed about fifty yards to windward of the *Psyché*, then close hauled on the opposite tack. After a mutual broadside, accompanied on the part of the French ship by a hail to surrender, the *Psyché* tacked, and the *Wilhelmina* wore, each ship continuing to fire as her guns could be brought to bear. The plan adopted by the *Psyché*, of pointing every alternate gun upon the broadside at her opponent's rigging, occasioned the *Wilhelmina*, from the loss of bowlines and braces, to come to the wind on the starboard tack with every sail aback. While she lay in this unmanageable state, the French ship passed under her stern, and raking the *Wilhelmina*, shot away the main-top-mast, badly wounded the main-yard, and did considerable damage to her rigging and sails.

“Having at length paid off and got before the wind, the *Wilhelmina* brought her larboard broadside to bear, and presently the *Psyché* evinced an intention to board her upon the quarter; but seeing that she was pre-

\* See Suppl. Part II. pp. 245—250.

pared to repel the attempt, the enemy put her helm hard a-starboard and sheered off. A furious cannonade was now maintained on both sides, the yard-arms nearly locking, until the *Psyché*, ranging a-head, crossed her opponent's bows. In practising this manœuvre, the *Psyché* brought herself in the wind; but by throwing her headsails aback, and keeping her after-yards square or shivering, the French ship paid off; not, however, until the *Wilhelmina*, with her starboard guns, had poured in a raking fire astern. After this, the two ships again got parallel to each other, and again engaged so closely that their yards were overhanging; when, at 7 A. M., profiting by her more perfect state aloft, and her very superior sailing, the *Psyché* ceased firing, crowded all the canvass she could spread, and stood away.

“ Ill calculated, indeed, was the *Wilhelmina* for a chase. Her main-top-mast was down, her bowsprit wounded in two places, and her fore-mast in ten; her fore and main-yards, and her main and mizen-masts, were also wounded, and her lower rigging and all her boats more or less damaged. A Captain Wright, of the India service, was on board the *Psyché* during the engagement, and subsequently mentioned, that the *Wilhelmina*'s shot, comparatively small as they were, had reduced the privateer to nearly a sinking state; the latter, at the close of the action, having seven feet water in her hold, a circumstance that sufficiently explains the manner of its termination.”

Of 134 men and boys, including ten belonging to another ship, “the *Wilhelmina* had four mortally and six slightly wounded. *La Psyché*, according to the statement of the above officer, had her second captain and ten men slain, and her commander and thirty-two men wounded, thirteen of them mortally, and Mons. Trogoff dangerously.”

“ With such a disparity of force as evidently existed against the *Wilhelmina*, this was an action highly honorable to the British ship. It is true that her opponent was a privateer; but the *Psyché*, by all accounts, was a better appointed, better manned, and better disciplined ship, than many frigates of the same force in the French navy.” Captain Lambert's commission as commander had been confirmed by the Admiralty on the 5th April, 1803; and his gallantry on this occasion was rewarded, as it well merited, by promotion to post rank, on the 10th of April, 1805.

After quitting the *Wilhelmina*, *la Psyché* proceeded with all haste, pumping day and night, to the Isle of France, where she was purchased for the national navy, and placed under the command of Mons. Bergeret, already known to us



as the gallant captain of *la Virginie*, in April, 1796 \*. The subsequent capture of *la Psyché* by Captain Lambert, then commanding the *St. Fiorenzo* frigate, has been officially described in our memoir of his first lieutenant, now Sir Bentinck C. Doyle, (p. 346 *et seq.* of Suppl. Part II.) On the 9th of Mar. 1805, the commander-in-chief of the squadron on the East India station, wrote to the Admiralty as follows :

“ I feel the highest gratification in having the pleasure to enclose a copy of a letter I have very recently received from Captain Henry Lambert, containing the particulars of his success in taking the French national frigate *la Psyché*, Captain Jacques Bergeret, preceded by a very active pursuit. The loss of men on both sides is great; but, as usual, much more so on board the enemy. I cannot help expressing myself much pleased with the animated and spirited resolution taken by Captain Lambert, for renewing the attack, which was only prevented by victory. All the trading part of his Majesty's subjects throughout India, rejoice on the occasion of this capture, as being more apprehensive of depredations on their trade from Captain Bergeret's abilities and activity, than from the whole remaining force of the French navy at present in these seas united.

(Signed)

“ PETER RAINIER.”

From this period we find no particular mention of Captain Lambert until his appointment to the *Iphigenia* frigate, about July, 1808. The manner in which he was subsequently employed has been shewn under the head of Captain Chads; and that of his much lamented death is thus described by the surgeon of the gallantly defended Java:—

“ Captain Lambert was wounded about the middle of the action, by a musket-ball fired from the main-top of the *Constitution*. I saw him almost immediately afterwards, and found that the ball had entered the left side under the clavicle, fracturing the first rib, splinters of which had severely lacerated the lungs. I put my finger in the wound, detached and extracted several pieces of bone; the hæmorrhage was particularly trifling; his pulse became very quick and weak; the respiratory organs did not appear much affected; he said he felt no annoyance from the wound in his breast, but complained of pain extending the whole length of the spine. In a short time he became very restless, his pulse hardly perceptible, and his countenance assumed a most piteous appearance of anxious solicitude: from this state of irritability he became exhausted, and

---

\* See Vol. I. Part I. p. 217.

gradually fell into a partial one of asphyxia, from which I hardly expected him to recover.

“ My opinion concerning the nature of his wound was now demanded of me by General Hislop and other officers; ocular demonstration too plainly convinced me that a vital part had been most dreadfully injured, not only by the ball, but by large splinters of bone; the former of which I suspected had lodged in the back, and produced that distress which he generally complained of: the inferior extremities lost their vitality; they were cold, and insensible to the touch. I had no hesitation in pronouncing it mortal.

“ In the course of the night his sensitive faculties returned; he took a little nourishment, talked rationally, but the circulatory system remained exceedingly weak; and what I thought rather singular, the powers of respiration unimpeded: he slept a little towards the morning of the following day, and appeared better than I could have expected. About noon he was conveyed on board the Constitution—the task was a painful one; the sea was very high, and with difficulty we removed him from the wreck. I sent my assistant, with most of the wounded men, in the evening, and remained myself in the Java till within a few minutes of her being set on fire.

“ Dec. 31st. I found Captain Lambert more animated; he slept a little the early part of the night, but was much worse next morning. We succeeded in safely landing him at St. Salvador, the 2d of January;—to the morning of the 3d he had intervals of ease, and signs of improvement, which though transitory, I several times ventured to hope would have a happy termination. He talked incoherently during the greater part of the fifth day; our unhappy situation seemed to produce reflections which existed uppermost in his disordered mind, on which he raved till he was completely exhausted: at night he became totally insensible, and fell into a disturbed slumber; the organs of respiration performed their office with difficulty; at every gasp the air issued from the wound with a peculiar noise; his pulse grew faint, and a few minutes before ten o'clock, he breathed his last sigh. (Signed) “THOMAS COOKE JONES.”

Thus terminated the brilliant career of Captain Henry Lambert. “ In him,” said Lieutenant Chads, when reporting the sad event to the Admiralty, “ the country has lost a most gallant and valuable officer, and myself (who have served under his command some years), the officers, and crew, a kind friend. His remains were interred on the 5th of January (1813) with military honors, in Fort St. Pedro; and it is with much satisfaction I add, that every respect was shewn on this occasion by the Conde Dos Arcas (Governor of St. Salvador), and the Portuguese in general.” At a later period,

we find Lieutenant Chads again publicly expressing himself on this mournful subject, as follows :—“ Standing before this honorable court, to answer for the loss and capture by the enemy, of H. M. late ship Java, I cannot but feel myself deeply impressed at the great responsibility that attaches to me, which cannot but affect my mind with the deepest anxiety and solicitude, increased to distress by the untimely fate, and to me the irreparable loss, of my ever-to-be-lamented commander. In this situation, Sirs, I could not bear up, did I not feel the cheering though still anxious hope that I shall, with the surviving officers and ship’s company, be considered by this honorable court, as having made every effort within the power of human exertion to defend and save His Majesty’s ship. *I feel also great consolation in believing, that in the detail of the action, which I shall lay before this honorable court, the skill and determined bravery of my beloved captain, will be most conspicuous, and that in this last action of his life, although success has not crowned his exertions, his character will be unsullied, and his memory honored and revered.*” The following lines on Captain Lambert were written by George Wrattislaw, Esq. of Magdalen College, Oxford, in May, 1813 :—

“ A gentle spirit, yet a dauntless heart,  
 “ Where worth and valor claim’d an equal part ;  
 “ In whom the hero, friend, and husband shone,  
 “ And all the virtues mingled into one ;  
 “ Whose every action spoke an honest zeal,  
 “ And foremost in his thoughts his country’s weal ;  
 “ Such once was Lambert :—once the good and brave,  
 “ Now sunk, alas ! in glory’s honor’d grave ;  
 “ While the lone Mourner, in her widow’d state,  
 “ Bewails the sad severity of fate ;  
 “ And the rough seaman wets his manly eye,  
 “ Where, cold in death, the hero’s ashes lie ;  
 “ Or, as he sighing, quits the fatal shore,  
 “ Turns his last ling’ring look to ‘ Salvador.’ ”

The subject of the foregoing sketch left four brothers, all of whom are now alive, and in His Majesty’s service, viz.—



*Robert*, a Vice-Admiral; *John*, a Lieutenant-General and K. C. B.; *Samuel*, a Colonel in the Grenadier Guards; and *George Robert*, a Captain R. N. His only child died previous to the Java's action.

---

## FREDERICK MARRYAT, Esq.

*A Companion of the Most Honorable Military Order of the Bath; and Fellow of the Royal and Linnæan Societies.*

THE Marryats are descended from le Sieur Thomas Marriatte, a protestant native of Normandy, and an officer in the Hugonot army (under Admiral Coligni), who escaped the massacre of St. Bartholomew, Aug. 24th, 1572, and fled to England with the loss of all his property. One of his descendants, Obadiah Marryat, a presbyterian divine, was ejected from the living of Aston-Clinton, co. Bucks, for non-conformity, at the restoration of Charles II. \*

The subject of this memoir is the second son of the late Joseph Marryat, Esq. M. P. for Sandwich, Chairman of the Committee of Lloyd's, and Colonial Agent for the island of Grenada, by Charlotte, third daughter of the late Frederick Geyer, Esq., a distinguished American loyalist, who suffered severely, as well from the steadiness of his attachment to the cause of Great Britain, during the struggle with her revolted colonies, as from the shock which property in general was made to undergo at the establishment of their independence. Thomas Marryat, M. D., father of the said Joseph Marryat, Esq. was the author of "*Therapeutics, or Art of Healing.*"

Mr. Frederick Marryat was born in London, July 10th, 1792; and entered the royal navy, as midshipman on board the Imperieuse frigate, Captain Lord Cochrane, Sept. 23d, 1806. In the ensuing winter, he witnessed the capture and destruction of three French national transports and twelve

---

\* See Non-Conformist's Magazine.

merchant vessels; also the demolition of Fort Roquette, at the entrance of Arcasson\*.

On the 12th of Sept. 1807, the *Imperieuse* sailed from Spithead, with the Mediterranean trade under her protection. On the 15th of Nov. following, her boats engaged a Maltese privateer, supposing that she was an enemy's vessel, and sustained a loss of sixteen men killed and wounded before they obtained possession. About the same period, Mr. Marryat incurred great personal risk by jumping into the sea, and saving the life of Mr. Henry Cobbett, midshipman, who had accidentally fallen overboard.

The *Imperieuse* subsequently cut out a Turkish ship from Port Valona, on the coast of Dalmatia; and in the beginning of 1808, we find her sailing from Malta, on a cruise off Catalonia and the Balearic islands, where, in the course of four months, she captured and destroyed one national brig, six gun-vessels, one privateer, and about fifty sail of merchantmen. In effecting the capture of the privateer, she lost her first lieutenant (Caulfield), and had eleven of her ship's company killed and wounded.

The Spaniards were then still under the influence of Napoleon Buonaparte; but no sooner had they evinced a disposition to shake off his yoke, than the British nation proffered the most generous aid; and Lord Cochrane, impressed with the warmest interest in favor of the patriots, resolved to make every exertion in their behalf. He accordingly entered into friendly communication with the authorities at Carthage and Majorca, proceeded from Palma bay to the vicinity of Barcelona, and there commenced a series of active operations, by engaging, capturing, and dismantling batteries, destroying bridges, &c., in order to impede the further progress of the invading forces.

On the 31st of July, 1808, the castle of Mongat, an important work, completely commanding a pass by the road from Barcelona to Gerona, and the only position between those towns occupied by the enemy, surrendered to the *Imperieuse*, and

---

\* See Commander DAVID MAPLETON.

was immediately levelled with the ground : the rock on which it stood was also blown up, and the road, filled with the fragments, thereby rendered impassable to artillery, without a heavy loss of men. The French garrison consisted of two officers and 69 men, of whom two were killed, seven wounded, and the rest taken prisoners.

In Aug. and Sept. 1808, the *Imperieuse* cruised on the coast of Languedoc, took three batteries, captured many trading vessels, threw rockets into the towns of Adge and Cette, destroyed the mud engines in the vicinity of the latter place, and the newly constructed semaphoric telegraphs at Bourdique, Pinede, St. Maguire, Frontignan, Canet, and Foy ; together with the houses attached, fourteen barracks of the gens-d'armes, and a strong tower upon the lake of Frontignan. Besides keeping the coast in constant alarm, causing a total suspension of the enemy's trade, and harassing a body of troops immediately opposed to him, it appears from Lord Cochrane's official statement, that the comparatively insignificant force which he landed upon these several occasions, actually drew about two thousand troops from the fortress of Figueras to the defence of the French territory !

On the 13th of Nov. following, a fort near Barcelona was blown up, the city annoyed with rockets, and a small French vessel taken. Two days afterwards, the *Imperieuse* sustained considerable damage, and had one of her guns dismantled, whilst engaging some batteries. By his subsequent heroic defence of the castle of Trinidad, Lord Cochrane greatly retarded the progress of the French army ; and he was pleased on this occasion, to make particular mention of Mr. Marryat, as will be seen by his official letter to Vice-Admiral Lord Collingwood, of which we shall here give a copy :—

“ *H. M. S. Imperieuse, Bay of Rosas, Dec. 5th, 1808.* ”

“ My Lord,—The fortress of Rosas being attacked by an army of Italians in the service of France, in pursuance of discretionary orders that your lordship had given me to assist the Spaniards wherever it could be done with the most effect, I hastened here. The citadel, on the 22d ultimo, was already half invested, and the enemy making his approaches



towards the S. W. bastion, which your lordship knows was blown down last war by the explosion of a magazine, and tumbled into the ditch; a few thin planks and dry stones had been put up by the Spanish engineers, perhaps to hide the defect: all things were in the most deplorable state, both without and within; even measures for their powder, and saws for their fusees, were not to be had—hats and axes supplied their place. The castle of Trinidad, situated on an eminence, but commanded by heights, was also invested; three 24-pounders battered in breach, to which a fourth was afterwards added, and a passage through the wall to the lower bomb-proof being nearly effected, on the 23d the marines of the *Fame* were withdrawn. I went to examine the state of the castle, and, as the senior officer in the bay had not officially altered the orders I received from your lordship, to give every possible assistance to the Spaniards, I thought this a good opportunity, by occupying a post on which the acknowledged safety of the citadel depended, to render them an effectual service. The garrison then consisted of about eighty Spaniards, and they were on the point of surrendering; accordingly I threw myself into it, with fifty seamen and thirty marines of the *Imperieuse*. The arrangement made I need not detail to your lordship; suffice it to say, that about 1000 bags, besides barrels and palisadoes, supplied the place of walls and ditches; and that the enemy, who assaulted the castle on the 30th, with 1000 picked men, were repulsed with the loss of their commanding officer, storming equipage, and all who had attempted to mount the breach. The Spanish garrison gave good assistance; and Lieutenant Bourman, of the regiment of *Ultonia*, who succeeded to the command of the Spanish soldiers in the castle, on Captain Fitzgerald being wounded in the hand, deserves every thing his country can do for an active and gallant officer. Inocenti Maranger, cadet of the same regiment, particularly distinguished himself by his zeal and vigilance. As to the officers, seamen, and marines of this ship, the fatigues they underwent, and the gallant manner in which they behaved, deserve every praise. I must, however, particularly mention Lieutenant Urry Johnson of the navy, Lieutenant Hoare of the marines, Mr. Burney the gunner, Mr. Lodwick, carpenter, and Messrs. Stewart, Stovin, and Marryat, midshipmen.

“Captain Hall, of the *Lucifer*, at all times, and in every way, gave his zealous assistance. I feel also indebted to Captain Collins, of the *Meteor*, for his aid.

“The citadel of Rosas capitulated at 12 o'clock this day. Seeing, my Lord, further resistance in the castle of Trinidad useless and impracticable against the whole army, the attention of which had naturally turned to its reduction, after firing the trains for exploding the magazines, we embarked in the boats of the *Magnificent*, *Imperieuse*, and *Fame*. I have the honor to be, &c.

(Signed)

“COCHRANE.”

During the above operations, the *Imperieuse* had three

men killed and seven wounded. On the 30th of Dec., she warped into the harbour of Cadaqués, near Cape de Creux, and, after a short action, took possession of the batteries, two French national vessels, and twelve others laden with wheat for the garrison of Barcelona. On the 9th of Jan. 1809, she ran into Port Selda, drove the enemy from their works, and embarked four brass guns. Here terminated Lord Cochrane's active and gallant services in the Mediterranean.

On the 11th of April following, Mr. Marryat was employed in an explosion vessel, under Lieutenant Urry Johnson\*, and conducted himself very creditably in the memorable night attack on a French squadron in the road of Aix †. He also bore a part in the unequal contest maintained by the *Imperieuse* on the ensuing day.

In June, 1809, Captain Thomas Garth assumed the temporary command of the *Imperieuse* ‡, and Mr. Marryat continued to serve under that officer until Oct. in the same year, when he was discharged into the *Victorious* 74, for a passage from Flushing to England, in consequence of his having been severely attacked with the Walcheren fever. On the following day, he joined the *Centaur* 74, flag-ship of Sir Samuel Hood, with whom he soon afterwards went back to the Mediterranean. While serving in this ship, he again risked his own life to save that of a fellow creature, by jumping overboard after a man named Thomas Moubray, who had fallen from the main-yard, while cruising off Toulon.

After an absence of about twelve months, Mr. Marryat returned home from Cadiz, in the *Atlas* 74, Captain James Sanders. We next find him proceeding to Barbadoes and Bermuda, as passenger on board the *Africa* 64, Captain John Bastard. When running down the trades, at the rate of seven knots an hour, he leaped overboard after another seaman (James Walker), but was unable to save him, being nearly two miles astern of the ship, and upwards of thirty minutes in the water before a boat arrived to his assistance.

---

\* Died a commander, Feb. 17th, 1816, aged 28 years.

† See Vol. I. Part I. p. 84.

‡ See Captain EATON TRAVERS.

From Bermuda, he went in the Chub schooner, to Halifax, and there joined the *Æolus* frigate, Captain Lord James Townshend, April 27th, 1811.

The *Æolus*, after visiting Quebec, and Prince Edward's Isle, was sent to cruise off New York, in company with a squadron under Captain Bastard. On the 30th of Sept. 1811, in lat. 40° 50' N., long. 65° W., a gale of wind commenced at S. E., and soon blew with tremendous fury; the *Æolus* was laid on her beam-ends, her top-masts and mizen-mast were literally blown away, and she continued in this extremely perilous situation for at least half an hour. Directions were given to cut away the main-yard, in order to save the main-mast and right the ship; but so great was the danger attending such an operation considered, that not a man could be induced to attempt it, until Mr. Marryat led the way. His courageous conduct in this emergency excited general admiration, and was highly approved by Lord James Townshend, one of whose ship's company he also saved by jumping overboard at sea.

On the 17th of Nov. 1811, Mr. Marryat was removed to the Spartan frigate, Captain Edward Pelham Brenton, under whom he continued to serve on the coast of North America, until Aug. 22d, 1812. A few days previous to his leaving this ship, for a passage home in the Indian sloop of war, he was engaged in two boats attacks, in Haycos harbour and Little River, the result of which was the capture of the six American armed vessels mentioned in p. 427 of Suppl. Part I.

Mr. Marryat was promoted to the rank of lieutenant, Dec. 26th, 1812; and received his commission without going abroad for it,—a favor only granted where the particular services of the candidate appear to deserve such a mark of approbation. On the 8th of Jan. 1813, he was appointed to the *Es-plegle* sloop, Captain John Taylor; and on the 8th of the following month, when running down the trades, before a heavy sea, he leaped overboard after Jacob Small, a sailor who had fallen from the main rigging, but was unsuccessful on account of the time that it required to bring the vessel to, and lower a boat to assist him. On this occasion, Mr. Mar-



ryat was picked up a mile and a half distant from his sloop, in an exhausted and nearly senseless state.

After visiting Surinam, Demerara, and Barbadoes, Mr. Marryat left l'Espiegle at New Providence; proceeded from thence to sick-quarters at Halifax; and returned home a passenger on board the Spartan. His next appointment was, Jan. 31st, 1814, to the Newcastle 58, Captain Lord George Stuart, under whom he assisted at the capture of the American privateers *Ida*, of 10 guns and 65 men; and *Prince de Neufchatel*, of 18 guns and 135 men. On the 19th of Dec. 1814, he commanded the Newcastle's barge, and cut four vessels out of Boston bay; in accomplishing which service eleven of his crew were killed and wounded. He left that ship at Madeira, on account of ill health, Feb. 16th, 1815; returned to England in the *Conway* 24; and obtained the rank of commander on the 13th of June following.

The military events of June, 1815, being followed by a general peace throughout the civilized world, Captain Marryat then occupied himself in acquiring a perfect knowledge of such branches of science as might prove useful should the Lords of the Admiralty be pleased to employ him in any survey or voyage of discovery; and, we believe, he was actually recalled from Italy, in 1818, to conduct a mission into the interior of Africa\*. About the same time he received the "warmest thanks" of the Royal Humane Society, for his "most gallant and benevolent exertions" in the cases related above, and for saving the lives of several other persons under circumstances not quite so hazardous, but still deserving of "admiration." He was also presented with the medal of that excellent institution, for his invention of a life-boat, which is described in their forty-seventh report.

Captain Marryat is likewise the inventor of a code of signals for the use of merchant vessels of all nations, including a cypher for secret correspondence. This telegraph is now used in the British and French navies; at all the principal

---

\* See p. 101.

ports in both these kingdoms; at Calcutta, Bombay, the Cape of Good Hope, and other English settlements; and by the mercantile marine of North America; the work has also been printed in Dutch and Italian, and is eminently calculated to render important service to navigation at large, and to the shipping interest of Great Britain in particular. By an *ordonnance* of the French government, no merchant vessel can be insured in that country without having these signals on board.

On the 13th of June, 1820, Captain Marryat was appointed to the Beaver sloop; and in Sept. following, he had the honor of dining with his late Majesty on board the Royal George yacht. He subsequently proceeded to Madeira, Teneriffe, St. Jago, Trinidad on the Main, Tristan de Cunha, the Cape of Good Hope, and St. Helena, off which island he continued cruising, to windward, until the death of Napoleon Buonaparte; when, having been attacked with dysentery, he exchanged into the Rosario sloop, and brought home duplicate despatches relative to that event, from Rear-Admiral Lambert and Sir Hudson Lowe. On the day after the decease of the captive, a likeness of him was taken by Captain Marryat.

The Rosario formed part of the squadron that escorted the remains of her late Majesty from Harwich to Cuxhaven, in Aug. 1821. She afterwards cruised with some success against the smugglers in the British channel; but being found no longer seaworthy, was paid off, Feb. 7th, 1822.

In the same year, Captain Marryat published "Suggestions for the Abolition of the Present System of Impressment in the Naval Service," in which pamphlet he pointed out the propriety of all merchant vessels carrying apprentices proportioned to their tonnage, instead of West Indiamen only, as was then the case. A few months after its appearance, his Majesty's ministers put this suggestion in force, taking the scale proposed by Captain Marryat as their guide, with but little if any alteration.

Captain Marryat's next appointment was, March 31st, 1823, to the Larne of 20 guns, fitting out for the East India station, where he joined his commander-in-chief, the late

Commodore Charles Grant, C. B. on the 19th of December following.

After touching at Point de Galle, Colombo, Cochin, Telli-cherry, Cananore, and Bombay, Captain Marryat was despatched to Madras, Trincomalee, and Calcutta, with directions to take the *Sophie* sloop under his orders, and to follow the instructions of the Governor-General of India, as to the best means of employing the *Larne* and her consort, in carrying on the war against Ava. His able, gallant, and zealous co-operation with the expedition under Sir Archibald Campbell, K. C. B., at Rangoon, where he was the senior naval officer from May until the middle of September, 1824, during which period he had to perform duties of no common character; and the very important services he subsequently rendered to the Hon. East India Company, as commander of an armament sent against Bassein, are detailed in a narrative of the naval operations in Ava; which, for the reasons stated in p. 255, we have placed as an appendix to this volume. From it, our readers will find, that Captain Marryat was often thanked for his services, by the Supreme Government and other high authorities in India, every operation which he arranged or conducted having been attended with complete success; he likewise received the thanks of both Houses of Parliament, in common with his brother officers; his rank alone precluding him from being individually named on that occasion.

On the demise of Commodore Grant, July 25th, 1824, the senior officer of the station promoted Captain Marryat to the command of the *Tees 26*; but, contrary to the custom during time of war, this appointment to a death vacancy was not confirmed by the Admiralty before July 25th, 1825, upon what grounds we are unable to state; yet we may be permitted to express our surprise at the circumstance, after the unqualified acknowledgment made by the Lords Commissioners, of Captain Marryat's distinguished services. By reference to the official navy list, it will appear that no less than twenty-four officers now take seniority above him, the whole of whom would otherwise have been his juniors.



Captain Marryat paid off the *Tees*, at Chatham, in the beginning of 1826; obtained a Companionship of the Bath, in Jan. 1827; and was appointed to the *Ariadne* 28, in Nov. 1828. In this ship, we find him employed for many months on a diplomatic service at Madeira and the Western Isles, and subsequently searching for supposed dangers in the Atlantic Ocean. In Nov. 1830, his private affairs obliged him to resign the command of the *Ariadne*, since which he has not been employed.

This gallant and highly talented officer married Catherine, daughter of Sir Stephen Shairp, formerly Chargé d'Affaires at the Court of Russia. His eldest brother, Joseph Marryat, Esq. is the present M. P. for Sandwich.

*Agents*,—Messrs. Stilwell.

---

### THOMAS WARRAND, Esq.

OBTAINED the rank of lieutenant in Feb. 1800; and assisted at the capture of two Spanish corvettes, in Barcelona road, by the boats of the *Minotaur* 74, and *Niger* troop-ship, under the directions of Captain James Hillyar, on the 3d of Sept. following\*. He afterwards received the Turkish gold medal for his services on the coast of Egypt.

We next find Mr. Warrand serving as signal-lieutenant to Sir Robert Calder, at the capture of two Spanish line-of-battle ships, July 22d, 1805 †; and subsequently commanding the *Bloodhound* gun-brig, on the Downs station, where he captured a small French privateer, Aug. 6th, 1810. Some time after this, he was appointed to the *Sealark* schooner, of ten 12-pounder carronades and fifty men, in which vessel he captured, after a long and severe action, *la Ville de Caen* lugger privateer, of sixteen long 4-pounders and seventy-five men, on the Plymouth station, July 21st, 1812. The enemy's loss amounted to fifteen or sixteen men killed, and about the

---

\* See Vol. II. Part II. p. 850.

† See Vol. I. Part I. p. 405.

same number wounded; the Sealark had seven slain, and twenty-two, including her commander and Mr. Alexander Gunn, midshipman, wounded, several of them dangerously.

This gallant action procured Lieutenant Warrant immediate promotion; and on the 15th of the following month he was re-appointed to the Sealark, then rated a sloop of war. On the 22d of Sept. 1813, he obtained a pension for his wounds, the present amount of which is 150*l.* per annum. His advancement to the rank of captain took place July 27th, 1825.

---

### JOHN GORE (*b*), Esq.

WAS made a commander, Oct. 10th, 1812; and promoted to the rank of captain, July 27th, 1825.

---

### CHARLES BOWEN, Esq.

WAS made a lieutenant, Aug. 30th, 1807; promoted to the command of the Driver sloop, on the African station, July 19th, 1822; and advanced to the rank of captain, July 27th, 1825. He appears to have rendered great assistance to the garrison of Cape Coast Castle during the Ashantee war; and his exertions in mounting and equipping the guns of that fortress, in 1823, drew forth the warm acknowledgments of his commodore, the late Sir Robert Mends. The Driver's subsequent co-operation with the troops under Lieutenant-Colonel Sutherland, was also handsomely acknowledged by the latter officer, in a despatch addressed to Earl Bathurst, May 28th, 1824\*.

*Agent*,—J. Hinxman, Esq.

---

\* Lieutenant John King, first of the Driver, commanded a division of the British forces in the field for several months, and was slightly wounded in an action with the enemy, May 21st, 1824.

### GEORGE ROBERT LAMBERT, Esq.

COMPLETED his time as midshipman on board the Glasgow 50, Captain the Hon. Henry Duncan; and obtained the rank of lieutenant, May 5th, 1815. His subsequent appointments were, Aug. 12th, 1815, to the Ister frigate, Captain Thomas Forrest; and, Jan. 1st, 1820, to be flag-lieutenant to his eldest brother, the present Vice-Admiral Lambert, in the Vigo, 74, stationed at St. Helena. He was made a commander, Jan. 19th, 1822; appointed to the Cameleon sloop, Feb. 23d, 1824; and advanced to the rank of captain, Aug. 8th, 1825.

*Agents*,—Messrs. Chard.

### THOMAS SMITH, Esq.

COMMENCED his naval career towards the close of the French revolutionary war, as midshipman on board the Nemesis 28, Captain (now Rear-Admiral) Thomas Baker; and subsequently served under the same officer in the Phœbe and Phœnix frigates. On the 10th of Aug. 1805, he assisted in capturing la Didon, of 44 guns; and on the 4th of Nov. following, we find him bearing a part in the action between Sir Richard J. Strachan and Mons. Dumanoir le Pelley, the result of which was the surrender of the whole French squadron, consisting of one 80-gun ship and three 74's\*.

Mr. Smith next joined the Ajax 80, Captain the Hon. Henry Blackwood, and continued in that ship until she was destroyed by fire, near the island of Tenedos, Feb. 14th, 1807 †. He was then received on board the Pompée 74, bearing the flag of Sir W. Sidney Smith; and he appears to have been one of the petty officers employed in completing the destruction of the Turkish squadron, and a formidable

\* See Vol. I. Part II. p. 830 *et seq.*

† See *id.* p. 648 *et seq.*



redoubt on Point Pesquies, five days after the above disaster \*. His first commission bears date Sept. 1st, 1807.

During the last five years of the war, Lieutenant Smith was a prisoner in France; having been captured by two national luggers, while commanding a boat belonging to the Lyra sloop, Captain William Bevians, and employed in burning the enemy's ships in Aix roads, April 12th, 1809 †. He was made a commander, June 15th, 1814; appointed, May 6th, 1815, and Jan. 1st, 1817, to the Pincher and Cherokee, sloops; and advanced to the rank of captain, Aug. 16th, 1825.

*Agent*,—John Chippendale, Esq.

### GEORGE GOSLING, Esq.

WAS born in London, Mar. 30th, 1790; and entered the royal navy as midshipman, on board the Ganges 74, Captain (afterwards Vice-Admiral Sir Thomas F.) Fremantle, in Aug. 1800. About eight months after this he witnessed one of the most bloody conflicts on record, the Ganges being attached to the division under Lord Nelson at the attack and destruction of the Danish line of defence before Copenhagen, April 2d, 1801 †. She was afterwards successively employed in the Baltic, Channel, and West Indies.

Early in 1802, Mr. Gosling joined the Robust 74, Captain William Henry Jervis, at Jamaica; from whence he returned home, and was paid off at Portsmouth, in the month of July. On the 5th of Nov. in the same year, he was received on board the Driver sloop, Captain Francis William Fane, with whom he served until the renewal of hostilities, in May, 1803. He was then removed to the Ville de Paris 110, Captain (now Sir Tristram R.) Ricketts; and subsequently to the Magnificent 74, commanded by his friend Captain Jervis.

The Magnificent was at first employed in cruising off the S. W. coast of Ireland, and on her return from thence

\* See Vol. I. p. 800 *et seq.*, and note at p. 318.

† See Vol. I. p. 84.

‡ See Vol. I. Part I. note at p. 365 *et seq.*

to the Channel fleet, Captain Jervis was appointed senior officer of the inshore squadron off Brest, which honorable post he held until his ship was wrecked on a sunken rock near the Saintes, Mar. 25th, 1804. On this occasion, all private property was lost, and about seventy or eighty of the *Magnificent's* crew had the misfortune to be taken prisoners.

In May, 1804, Mr. Gosling rejoined Captain Jervis, who was then about to assume the command of the *Tonnant* 80, stationed off Ferrol. During a subsequent cruise in the Bay of Biscay, this ship had her main-mast much damaged, one man killed, and ten persons severely injured by lightning. On the 26th of Jan. 1805, she joined the Channel fleet with despatches from Rear-Admiral Sir Thomas Graves, relative to the escape of the Rochefort squadron, and Captain Jervis was unfortunately drowned, by the upsetting of a boat, while proceeding to the flag-ship. A memoir of this officer will be found in the *Naval Chronicle*, Vol. XX.

About Mar. 1805, Mr. Gosling, who had thus been deprived of the friend of his early youth, was removed from the *Tonnant*, then commanded by Captain Charles Tyler, to the *Blenheim* 74, bearing the flag of Sir Thomas Troubridge, whom he accompanied to the East India station, and whose melancholy fate he escaped sharing, by being placed on board the *Fox* frigate, Captain the Hon. Archibald Cochrane, to prevent his remaining idle while the *Blenheim* was undergoing repair at Pulo-Penang, after getting aground on a sand at the entrance of the Straits of Malacca, where she sustained the serious damages which led to her supposed ingulphment, near the island of Rodrigues, in Feb. 1807\*.

In consequence of this disastrous event, Mr. Gosling returned home in the *Concorde* frigate, Captain John Cramer (now Sir Josiah Coghill); and on that ship being paid off, in Sept. 1807, he was turned over to the *York* 74, Captain Robert Barton, under whom he served as master's-mate and acting lieutenant for a period of nearly two years.

---

\* See Suppl. Part I. p. 281 *et seq.*

The York assisted at the occupation of Madeira, by the forces under Rear-Admiral Sir Samuel Hood and Major-General Beresford, in Dec. 1807; and at the reduction of Martinique, by an expedition under Lieutenant-General Beckwith and Rear-Admiral Sir Alexander Cochrane, in Feb. 1809\*. On the latter occasion, Mr. Gosling, from his knowledge of the French language, was employed as aide-de-camp to Captain Barton, who commanded a detachment of 400 men, employed in dragging guns, mortars, and howitzers up to Mount Sourier, from the eastern side of Fort Edward,—“a service of the utmost labour and difficulty, owing to the heavy rains and deepness of the roads †.” Mr. Gosling also commanded the York’s launch, employed under Commodore, (now Sir George) Cockburn, in landing and mounting heavy ordnance at the back of Pigeon Island, previous to the surrender of Fort Royal. For these services, he was rewarded with an appointment to act as lieutenant of the York, March 14th, 1809. In the following month, he assisted at the reduction of the Saintes, near Guadaloupe; and witnessed the capture of d’Hautpoult, a new French 74 ‡.

Mr. Gosling subsequently exchanged into the Jewel frigate, Captain the Hon. James W. King; and from her into the Ethalion, Captain (now Sir Thomas J.) Cochrane, which ship was paid off about Aug. 1810. His first commission bears date, Sept. 27th, 1809.

We next find the subject of this memoir serving as flag-lieutenant to Rear-Admiral Fremantle, on the Mediterranean station, where he arrived with that officer in the Fortunée frigate, and successively removed with him to the Ville de Paris, Rodney, and Milford, which latter ship he left in order to join the Havannah frigate, Captain the Hon. George Cadogan, June 26th, 1813.

Among other services performed by Rear-Admiral Fremantle, was that of obtaining the liberation of 400 Christian

---

\* See Vol. I. Part I. p. 264.

† See Vol. II. Part II. p. 589.

‡ See Vol. II. Part II. p. 745; and Vol. I. Part II. p. 717.



slaves at Tunis. After cruising for some time off Toulon, he was appointed to the command of a squadron employed in the Adriatic, where he continued till the whole of the French posts in Dalmatia, Croatia, Istria, and the Frioul, with all the islands in that quarter, were surrendered to the British and Austrian forces. During this busy period, Lieutenant Gosling was not idle.

Before he left the Milford, he assisted at the capture and destruction of several French vessels. On the day after his removal to the Havannah, he gallantly seconded Lieutenant (now Commander) William Hamley, in a successful attack on ten others, armed, laden with oil, and lying aground under the batteries of Vasto, from which the enemy were driven with the loss of six men killed and seven wounded. Three weeks afterwards, he assisted at the capture of a Neapolitan convoy, under a martello tower, on the N. W. coast of Manfredonia, consisting of two heavy gunboats, one armed pinnace, and four trabacolos, the latter mounting three guns each. He subsequently commanded a detachment of boats employed in exciting a spirit of revolt against the enemy, among the inhabitants of the different islands. After the capture of Sagna, we find him despatched, in an open boat, to the squadron off Fiume, and, on his way thither, encountering a violent *bora*, or N. E. gale. From thence he followed Rear-Admiral Fremantle to the Brioni Islands, and, having communicated the intelligence with which he was charged, returned to his ship some time previous to the reduction of Zara, a fortress mounting 110 guns, besides mortars and howitzers, and defended by 2000 veteran troops, under the command of Baron Roisé, an experienced French General. The detail of this most important service, by the accomplishment of which the allies obtained complete possession of Dalmatia, will be given in our memoir of Commander Hamley.

The conjunct operations in the Adriatic being at length successfully concluded, and the European war nearly at an end, Lieutenant Gosling exchanged into the *Apollo* frigate, and shortly afterwards returned to England. In Nov. 1814,

he sailed for Barbadoes, as passenger on board the Swiftsure 74, Captain William Henry Webley, and there joined the flag-ship of Sir Philip C. Durham, by whom he was promoted to the command of the Muros sloop, April 25th, 1815.

During the subsequent operations against Guadaloupe, Captain Gosling appears to have been employed in covering the debarkation of some troops near Baillif, in the face of a very large force; and on the following day (Aug. 10th, 1815) he ran into Ance la Barque, anchored within grape range of the shore, and succeeded in bringing out a large merchant ship and a sloop, the former mounting two 6-pounders, and both commanded by Buonapartists.

His next appointment was, July 15th, 1818, to the Ontario sloop, fitting out for the Jamaica station. On the 17th of Dec. 1819, being then on a cruise off Cuba, he drove ashore and captured, after a long and anxious chase amongst the Colorados, a piratical schooner, formerly the *Veloy*, of Jamaica; and retook a French merchant brig, from Marseilles bound to the Havannah, the cargo of which had been thrown overboard in order to make room for the more valuable plunder taken from two other prizes. One of these, a brig belonging to Bremen, was also rescued from the hands of the miscreants by Captain Gosling; but the other, a Spanish trading schooner, whose crew they had deliberately massacred, upset while endeavouring to get round the above shoals, and all on board perished. In obtaining possession of the French vessel, Lieutenant Whitworth Lloyd, who commanded the boats despatched for that purpose, and two of his men, were wounded; the officers employed under his orders were Lieutenant William Maxwell and Mr. Henry Gosling, admiralty midshipmen, who succeeded in capturing sixteen of the piratical gang.

In June, 1820, Captain Gosling was obliged to get invalided, and come home for the recovery of his health. On the 4th of Oct. 1823, he was appointed to the *Harrier* 18, fitting out for the Irish station, where, in company with the *Pelorus* sloop, he captured a smuggling lugger, about the beginning of Oct. 1824. His promotion to the rank of captain took place Aug. 16th, 1825.

This officer married, Nov. 20th, 1822, Felicia Jane, fourth daughter of the Rev. Charles Johnson, a Prebendary of Wells, Rector of South Stoke, near Bath, and Vicar of South Brent and Berrow, co. Somerset; grand-daughter of the late Archdeacon Willes, of Bath and Wells; sister to Commander John S. W. Johnson, R. N.; and niece to the lady of Admiral Sir Davidge Gould, K. C. B.

*Agents*,—Messrs. Maude and Co.

---

### JOHN GEORGE GRAHAM, Esq.

Was made a lieutenant, Sept. 20th, 1815; and served as such under Captains John Furneaux and James Lillicrap, in the Carron sloop and Hyperion frigate, on the East India, Cape of Good Hope, and Jamaica stations. He was promoted to the command of the Icarus brig, June 16th, 1823; and in Aug. 1824, his boats, under the directions of Lieutenant Charles Croker, captured a piratical schooner, in a creek to the westward of the Havannah, from whence they also brought out a sloop laden with the plunder of an American brig, the master and crew of which had experienced the most inhuman treatment, and were to have been put to death on the following morning. Captain Graham obtained the rank he now holds, Oct. 3d, 1825.

*Agents*,—Sir F. M. Ommanney and Son.

---

### ALEXANDER THOMAS EMERIC VIDAL, Esq.

Was made a lieutenant, Feb. 6th, 1815; appointed to the *Leven* 24, Captain David Ewen Bartholomew, C. B., Aug. 25th, 1818; re-appointed to the same ship, under the command of Captain William F. Owen, Aug. 14th, 1821; promoted to the command of the *Barracouta*, surveying-vessel, on the coast of Africa, May 15th, 1823; and advanced to the rank of captain, Oct. 4th, 1825.

*Agent*,—John Chippendale, Esq.

---



## JOHN LEITH, Esq.

WAS made a lieutenant, Oct. 10th, 1809; advanced to the rank of commander, June 13th, 1815; appointed to the *Bellette* sloop, Sept. 9th, 1822; removed to the *Pylades*, June 28th, 1825; and promoted to the command of the *Rattlesnake* 28, on the Jamaica station, Nov. 11th following. He returned home, accompanied by his Grace the Duke of Manchester and suite, Aug. 12th, 1827; and was soon afterwards put out of commission.

*Agents*,—Messrs. Maude and Co.

## HENRY PARKYNS HOPNER, Esq.

Is a son of the late celebrated artist, and brother to Richard Belgrave Hoppner, Esq. formerly H. M. Consul-General at Venice.

This officer received his first commission in Sept. 1815; and served as junior lieutenant of the *Alceste* frigate, Captain (now Sir Murray) Maxwell, during Lord Amherst's embassy to China, in 1816. After the loss of that ship in the Straits of Gaspar, he was selected to conduct his lordship and suite, in two boats, from Pulo-Leat to Batavia\*. His next appointment was, Jan. 14th, 1818, to the *Alexander* brig, commanded by Lieutenant (now Sir William Edward) Parry, and fitting out for the purpose of accompanying Captain John Ross in an expedition to the arctic regions. The manner in which he was employed, from that period until he lost the *Fury* sloop, in lat.  $72^{\circ} 42' 30''$  N., long.  $91^{\circ} 50' 5''$  W., Aug. 1825, will be seen on reference to pp. 318—364 of Suppl. Part IV†. The details of this disaster we now find would occupy too large a portion of our remaining pages,

\* See Vol. II. Part II. pp. 805—816.

† *Erratum*, Suppl. Part IV. p. 350, line 12 from the bottom, *for* carried, *read* carried from the Atlantic.

and prevent the insertion of much more interesting as well as original matter. His commission as a commander bears date Jan. 25th, 1822; and he obtained his present rank, Dec. 30th, 1825.

*Agents*,—Messrs. Stillwell.

## RIGHT HON. CHARLES LORD COLCHESTER.

GRANDSON of the Rev. Dr. Abbot, Rector of the parish of All Saints, Colchester, whose widow married Mr. Jeremy Bentham, an eminent practitioner in Chancery, to whom her first husband's children, John and Charles, were indebted for an excellent education. The eldest of these sons married a lady of fortune, and purchased the valuable situation of Clerk of the Rules of the Court of King's Bench, with a condition, that in the event of his demise, the place should devolve to his brother. The latter, after practising for some years as a barrister-at-law, and representing the borough of Helstone in two parliaments, was appointed, in 1801, Chief Secretary to the Lord Lieutenant of Ireland, and Keeper of the Privy Seal in that part of the United Kingdom: in 1802, he was elected M. P. for Woodstock, and chosen Speaker of the House of Commons; in 1806, we find him elected to represent the University of Oxford; and in 1817, upon retiring from the above high office, the duties of which he had always fulfilled with great dignity and impartiality, he was elevated to the peerage, by the title of Baron Colchester.

Mr. Charles Abbot, the eldest son of this distinguished lawyer and statesman, by Elizabeth, daughter of Sir Philip Gibbes, Bart. of Springhead, in the island of Barbadoes, was born in London, Mar. 12th, 1798; and first embarked as midshipman, on board the *Revenge* 74, flag-ship of Rear-Admiral the Hon. A. K. Legge, April 8th, 1811. From June 1812 till Nov. 1813, he was a student at the Royal Naval College; and between the latter date and Mar. 13th, 1814, he appears to have been a passenger on board various ships, to join the *Bacchante* frigate, Captain (afterwards Sir Wil-

liam) Hoste, employed in the Adriatic. He subsequently proceeded to the North American station, under the command of Captain Francis Stanfell; and continued to serve with that officer, until paid off at Portsmouth, July 27th, 1815. His next voyage was in the *Alceste* frigate, to the Yellow Sea, from whence he accompanied Lord Amherst to the Chinese capital and Canton\*. Henry Ellis, Esq. third Commissioner of the Embassy, in the advertisement to his journal, acknowledges himself to be chiefly indebted to the Hon. Charles Abbot for the drawings and geographical illustrations.

On the 22d of June, 1818, being then a lieutenant of nine months' standing, this officer was appointed to the *Liffey 50*, Captain the Hon. Henry Duncan, C. B., under whom he served until promoted to the command of the *Racehorse* sloop, on the Mediterranean station, Jan. 27th, 1821. He afterwards commanded and lost the *Columbine* of 18 guns. His advancement to the rank of captain took place Jan. 26th, 1826; and he succeeded to the honors of the British peerage, on the demise of his father, in 1829.

Lord Colchester now commands the *Volage 28*, on the South American station. His only brother, the Hon. Philip Henry Abbot, is a barrister-at-law.

*Agents*,—Messrs. Stilwell.

---

### CHARLES HOPE, Esq.

SECOND son of the Right Hon. Charles Hope, Lord President of the Court of Session, in Scotland.

This officer served as midshipman on board the *Alceste* frigate, Captain (now Sir Murray) Maxwell, during Lord Amherst's embassy to China, in the year 1816; obtained the rank of lieutenant, Oct. 20th, 1817; and was appointed to the *Liffey 50*, Captain the Hon. Henry Duncan, C. B., June 22d, 1818: his commission as commander bears

---

\* See Vol. II. Part II. p. 805, *et seq.*



date Oct. 15th, 1822; and his next appointment was, Feb. 28th, 1824, to the Brisk of 10 guns, in which sloop he captured a large smuggling lugger, with a cargo of considerable value, near Flamborough Head, in the month of Sept. following. He attained his present rank Jan. 26th, 1826; and married, Sept. 12th, in the same year, Ann, eldest daughter of Captain W. H. Webley Parry, R. N. C. B. &c.

*Agents*,—Messrs. Maude and Co.

---

### JOHN GEORGE APLIN, Esq.

WAS made a lieutenant, Feb. 13th, 1808; appointed to the command of the Arrow schooner, May 24th, 1813; and promoted to the rank of commander, Mar. 12th, 1814. His last appointment was, Dec. 13th, 1823, to the Grasshopper sloop, fitting out for the Halifax station, where he received his commission as captain, dated Jan. 28th, 1826.

*Agent*,—Thomas Collier, Esq.

---

### WILLIAM ROCHFORD, Esq.

WAS made a lieutenant May 2d, 1810; appointed to the Nymph 38, Captain Farmery P. Epworth, Feb. 2d, 1813; and promoted to the rank of commander, June 15th, 1814. We next find him commanding the Nimrod sloop, in the river Tyne, where he assisted the civil authorities in quelling some serious riots among the keelmen, as will be seen on reference to p. 79 *et seq.* of Suppl. Part IV. On paying off the Nimrod, at Plymouth, Oct. 13th, 1825, his ship's company presented him with a handsome sword, "as a testimony of their respect and esteem." He obtained the rank of captain, Mar. 27th, 1826.

---

**WILLIAM KEATS, Esq.**

WAS made a lieutenant, Aug. 6th, 1813 ; and commander, April, 17th, 1816 ; appointed to the Cherokee sloop, attached to the Leith station, Aug. 7th, 1822 ; and promoted to the rank of captain, Mar. 27th, 1826.

*Agents*,—Messrs. Stillwell.

---

**HON. GEORGE BARRINGTON,**

*One of the Commissioners for executing the Office of Lord High Admiral.*

SECOND son of George Viscount Barrington, D. D., Prebendary of Durham, and Rector of Sedgfield, by Elizabeth, second daughter of Robert Adair, Esq. and grand-daughter of William (second) Earl of Albemarle. He was born on the 20th of Nov. 1794 ; made a lieutenant May 16th, 1814 ; appointed to the Slaney sloop, Captain Charles Sotheby, Sept. 16th following ; and to the Liverpool 50, Captain F. A. Collier, June 8th, 1818 ; promoted to the rank of commander Dec. 7th, in the same year ; and appointed to the Parthian sloop, Feb. 15th, 1823. His commission as captain bears date, Mar. 27th, 1826.

This officer married, in Jan. 1827, Caroline, third daughter of Earl Grey, on whose accession to office, in the year 1830, he was nominated a Lord of the Admiralty.

*Agents*,—Sir F. M. Ommanney and Son.

---

**HENRY JOHN LEEKE, Esq.**

*A Deputy Lieutenant of the county of Southampton.*

THIS officer, while serving as midshipman of the Volontaire frigate, Captain Charles Bullen, bore an active part at the capture and destruction of a French convoy in the Bay of Rosas ; which brilliant service has been described in Suppl. Part III. p. 158 *et seq.* His first commission bears date Nov. 24th, 1810 ; and we subsequently find him a lieutenant

of the *Lion* 64, bearing the flag of Vice-Admiral (now Sir Charles) Tyler, commander-in-chief on the Cape of Good Hope station. He obtained the rank of commander, June 15th, 1814; and was afterwards employed, in the *Alert* and *Myrmidon* sloops, on the Downs and African stations. His next appointment was, May 31st, 1824, to the *Herald* yacht, in which he conveyed the newly appointed Bishops of Barbadoes and Jamaica to their respective sees; and returned home from the Havannah, with upwards of a million of dollars on board, April 22d, 1825. His promotion to the rank of captain took place May 27th, 1826. Mrs. Leeke, to whom he was united Nov. 13th, 1818, is the second daughter of James Dashwood, of Parkhurst, co. Surrey, Esq.

*Agents*,—Messrs. Stillwell.

---

### THOMAS MARTIN, Esq.

WAS made a lieutenant, Jan. 22d, 1806; and commander, Aug. 10th, 1813; appointed to the *Jaseur* sloop, fitting out for the South American station, June 3d, 1824; and promoted to the rank of captain, Aug. 2d, 1826.

*Agent*,—William M'Inerheny, Esq.

---

### HENRY EDWARDS, Esq.

WAS made lieutenant, Nov. 22d, 1802; and commander (from the *Benbow* 74) Sept. 29th, 1813; appointed to the *Doterel* sloop, fitting out for the Halifax station, Aug. 25th, 1825; and advanced to the rank of captain, Aug. 2d, 1826.

*Agents*,—Messrs. Cooke, Halford, and Son.

---

### RODNEY SHANNON, Esq.

Is said to be related to the Earl of Bristol. He was made a lieutenant June 15th, 1810; appointed to the *Briton* frigate, Captain Sir Thomas Staines, Oct. 25th, 1813; and promoted



to the rank of commander, June 13th, 1815. He subsequently commanded the *Leveret* and *Trinculo* sloops, on the *St. Helena* and *Irish* stations; and obtained his present rank, Aug. 3d, 1826.

*Agents*,—Sir F. M. Ommanney and Son.

### CHARLES HOWE FREMANTLE, Esq.

SECOND son of the late Vice-Admiral Sir Thomas Francis Fremantle, G. C. B. a Baron of the Austrian states, K. M. T. and K. S. F., by Elizabeth, daughter and co-heiress of Richard Wynne, of Falkingham, co. Lincoln, Esq.

This officer was made a lieutenant, Nov. 11th, 1819; appointed to the *Rochfort* 80, fitting out for the flag of Sir Graham Moore (his father's successor in the chief command on the Mediterranean station) April 15th, 1820; and advanced to the rank of commander, April 23d, 1822. He was afterwards employed in the coast-guard service at Lymington, and from thence appointed, June 24th, 1824, to the *Jasper* of 10 guns, in which sloop he visited Mexico. His commission as captain bears date, Aug. 4th, 1826; and he at present commands the *Challenger* 28, stationed in the East Indies. His eldest brother was created a baronet, Aug. 14th, 1821; and one of his sisters, Augusta Henrietta, is married to Sir James Fitzgerald, Bart. of Castle Ishen, in the county of Cork.

### RIGHT HONORABLE

### LORD HENRY JOHN SPENCER CHURCHILL.

YOUNGEST son of the present Duke of Marlborough, by Lady Susan, daughter of John, seventh Earl of Galloway.

This officer was born Sept. 22d, 1797; and we first find him serving as midshipman, on board the *Glasgow* frigate, Captain the Hon. Henry Duncan, C.B., in 1815. He was made a lieutenant into the *Amphion* 38, bearing the broad pendant

of Commodore William Bowles, on the South American station, July 14th, 1818; appointed to the *Martin* sloop, Captain Christopher C. Askew, May 22d, 1821; promoted to the command of the *Hind* 20, on the Mediterranean station, April 25th, 1823; advanced to the rank of captain, Aug. 4th, 1826; and appointed to the *Tweed* 28, fitting out for the Cape of Good Hope station, May 18th, 1827.

In October following, Lord Henry touched at St Iago; and many days had not elapsed after his departure from that island before five of his midshipmen, their schoolmaster, and a servant, fell victims to brain fever, supposed to have been produced by sleeping on shore; among these unfortunate young gentlemen was a son of Captain George Aldham, R. N. The *Tweed* returned home Jan. 21st, 1831, and was paid off, at Portsmouth, on the 9th of the ensuing month. His lordship married a daughter of John Bennet, Esq., M. P. for Wiltshire.

*Agents*,—Messrs. Barnett and King.

### MICHAEL SEYMOUR, Esq.

THIRD son of Sir Michael Seymour, Bart., K. C. B., Commissioner of Portsmouth dock-yard, by Jane, daughter of the late Captain James Hawker, R. N.

This officer was born on the 3d of Dec. 1802; made lieutenant, Sept. 12th, 1822; appointed to the *Sybille* frigate, Captain (now Sir John Brooke-) Pechell, July 1st, 1823; promoted to the rank of commander, Dec. 6th, 1824; appointed to the *Camelion* sloop at Plymouth, Aug. 8th, 1825; to the *Menai* 26, fitting out for the South American station, Jan. 7th, 1827; and to the *Volage* 28, employed in the Pacific Ocean, Sep. 12th, 1827. His commission as captain bears date Aug. 5th, 1826; and he appears to have paid off the *Volage*, at Portsmouth, early in 1829.

Captain Seymour married, June 22d, 1829, his first cousin,

Dorothea, daughter of Sir William Knighton, Bart. G.C.H., Receiver-General of the Duchy of Cornwall, and Keeper of his late Majesty's Privy-Purse.

---

### JOHN PAKENHAM, Esq.

SON-IN-LAW of the late Rear-Admiral Sir Home Riggs Popham, K. C. B., &c.

This officer was made a lieutenant, July 16th, 1811; appointed to the *Magicienne* frigate, Captain the Hon. William Gordon, Aug. 20th, 1812; advanced to the rank of commander, June 15th, 1814; appointed to the *Bermuda* sloop, fitting out for the Jamaica station, Sept. 4th, 1815; and to the *Harrier* sloop, employed on the coast of Ireland, Aug. 16th, 1825. His commission as captain bears date, Aug. 26th, 1826.

*Agents*,—Messrs. Cooke, Halford, and Son.

---

### RIGHT HON. LORD WILLIAM PAGET.

SECOND SON of the Marquis of Anglesey, Lord-Lieutenant of Ireland, K. G., G. C. B., &c. &c. &c., by Lady Caroline Elizabeth, daughter of the fourth Earl of Jersey.

This officer was born on the 1st of March, 1803; and he appears to have first embarked as midshipman, on board the *Severn* 50, commanded, *pro tempore*, by Captain the Hon. Robert C. Spencer, in Mar. 1817. He shortly afterwards followed that officer into the *Ganymede* 26; and we subsequently find him serving on board the *Glasgow* and *Briton* frigates. His first commission bears date April 18th, 1823; from which period he served as a lieutenant of the *Aurora* 46, Captain Henry Prescott, and *Fly* 18, acting Commander William F. Martin, on the South American station, until promoted to the command of the *Fly*, April 20th, 1825. On the 23d of Dec. following, he was appointed to the *Philomel* sloop, fitting out for the Mediterranean station; and on the 18th of Oct. 1826, advanced to the rank of captain. From



Nov. 1827 till Feb. 1829, he commanded the Royal Charlotte yacht, at Dublin; and on the 12th of Dec. in the latter year, he was appointed to the North Star 28, in which ship he has already visited Madeira, Barbadoes, Jamaica, Halifax, and Bermuda.

On the 5th of Feb. 1831, a court-martial was assembled at Portsmouth, to enquire into circumstances connected with the punishment and death of William Heritage, a boy belonging to the North Star, and to try Lord William Paget for his conduct on the occasion. On the 7th, having heard the evidence produced by the father of the deceased boy, in support of the charge, and by Lord William in his defence, together with what he had to allege in aid thereof, and having maturely and deliberately weighed and considered the whole, the court decided that the charge of cruelly flogging the said William Heritage had not been proved against the prisoner, but that it was "altogether unfounded and malicious;" and that the death of the boy was in no way to be attributed to the conduct of his captain; that it had been proved that the said boy had received, during the period of his service on board the North Star, only twelve lashes; that the offence committed by the deceased was sufficient to justify the infliction of those lashes; and that the order for the punishment of the boy subsequently given, which appears to have led to his jumping overboard, was also justified by his repeated misconduct. The court did, therefore, adjudge Lord William Paget to be "most fully and most honorably acquitted."

His lordship married, Jan. 22d, 1827, the only daughter of Lieutenant-General Baron de Rottenburg, Knight of the Royal Hanoverian Guelphic Order.

---

### FRANCIS FEAD, Esq.

Was made a lieutenant on the 30th of Dec. 1806; appointed to the Monmouth 64, armed *en flûte*, May 12th, 1813; removed from that ship to the Leander 50, Captain

Sir George R. Collier, about the end of the same year; promoted to the rank of commander, Oct. 4th, 1814; appointed to the *Pylades* 18, at Portsmouth, June 1st, 1824; and invalidated from that sloop, on the Jamaica station, June 28th, 1825. His commission as captain bears date Nov. 1st, 1826.

This officer married, in 1824, Helen Mary, daughter of the late Robert Scott, of Shincliffe Hall, co. Durham, Esq.

*Agents*,—Messrs. Maude & Co.

---

### FREDERICK AUGUSTUS WETHERALL, Esq.

WAS made a lieutenant on the 24th of Feb. 1807; appointed to the *Owen Glendower* frigate, Captain Brian Hodgson, Aug. 18th, 1812; promoted to the rank of commander, June 17th, 1814; and appointed to the *Fly* sloop, fitting out for the East India station, July 16th, 1825. His commission as captain bears date Nov. 13th, 1826.

*Agents*,—Messrs. Maude & Co.

---

### HENRY LITCHFIELD, Esq.

WAS made a lieutenant on the 29th of June, 1807; promoted to the command of the *Mohawk* sloop, July 12th, 1813; appointed to the *Orestes* of 18 guns (in which vessel he served for some time on the Halifax station), June 1st, 1824; and advanced to the rank of captain, Nov. 20th, 1826. He married, Jan. 1st, 1831, Louisa, only daughter of the late Henry Charles Litchfield, Esq.

*Agents*,—Messrs. Maude & Co.

---

### WILLIAM WEBB, Esq.

WAS made a lieutenant into the *Magnificent* 74, Captain (now Vice-Admiral Sir Willoughby T.) Lake, Mar. 29th, 1815; appointed to the *Myrmidon* 20, Captain Robert Gam-

bier, Dec. 27th, 1815; to the Liffey 50, Commodore Charles Grant, C. B., Nov. 22d, 1821; and to the Jupiter 60, Captain David Dunu, Jan. 6th, 1824; promoted to the command of the Rifleman sloop, July 17th following; and advanced to the rank of captain, in the Jupiter, bearing the flag of Rear-Admiral W. T. Lake, on the Halifax station, Dec. 2d, 1826. The Myrmidon and Liffey were employed in the Mediterranean and East Indies; and the Jupiter was paid off at Portsmouth, in Aug. 1827.

Captain Webb married, Dec. 19th in the latter year, Emily, daughter of the above mentioned flag-officer.

*Agent*,—John Chippendale, Esq.

### TIMOTHY CURTIS, Esq.

Son of the late Rev. Charles Curtis, of Solihall, co. Warwick. Was made a lieutenant on the 8th of Mar. 1815; promoted to the rank of commander, Sept. 22d, 1821; appointed to the Weazel of 10 guns, Sept. 13th, 1823; and removed to the Medina 20, on the Mediterranean station, June 6th, 1825. His commission as captain bears date Dec. 30th, 1826. He married, Mar. 29th, 1828, Rebecca Mary, youngest daughter of his uncle, Alderman Sir William Curtis, Bart.

*Agents*,—Messrs. Chard.

### CHARLES JAMES HOPE JOHNSTONE, Esq.

Is a son of Vice-Admiral Sir William Johnstone Hope, G. C. B. &c. He was made a lieutenant on the 9th of Sept. 1820; appointed to the Active frigate, Captain Andrew King, Dec. 28th, 1821; and advanced to the rank of commander, Sept. 6th, 1823. His next appointment was, Sept. 20th, 1824, to the Chanticleer 10, fitting out for the Mediterranean station, where he received his commission as captain, dated Dec. 30th, 1826. He married, April 23d, 1827, Eliza,



third daughter of Joseph Wood, of Hayes, co. Middlesex and Manadon Park, in Devonshire, Esq.

*Agents*,—Messrs. Cooke, Halford, and Son.

---

### CHARLES SIMEON, Esq.

THIRD and youngest son of the late Sir John Simeon, Bart., M. P., and senior Master in the Court of Chancery, by Rebecca, eldest daughter of John Cornwall, of Hendon House, co. Middlesex, Esq.

This officer passed his examination in Oct. 1811; and was made a lieutenant on the 2d of June, 1812. He subsequently served under the late Captain Farmery P. Epworth, in the Bulwark 74; obtained the rank of commander, June 13th, 1815; and an appointment to the Arab sloop, fitting out for the Irish station, Nov. 2d, 1818. His commission as captain bears date Mar. 10th, 1827; at which period he was appointed to the Niemen 28, employed on the Halifax station. He married, July 5th, 1821, Frances, second daughter of Thomas Woore, of Inch House, co. Donegal, Esq.

*Agents*,—Messrs. Cooke, Halford, and Son.

---

### RICHARD AUGUSTUS YATES, Esq.

RECEIVED his first commission in May, 1809; and most gallantly seconded Lieutenant (now Captain) Stephen Popham, in a successful attack upon la Jeune Louise, French schooner privateer, of 14 guns and 35 men, by the boats of the Quebec frigate, Captain C. S. J. Hawtayne, Nov. 8th, 1810\*. We subsequently find him senior lieutenant of the Barrosa 36, Captain William Henry Shirreff, in which ship he served from Oct. 1812, till advanced to the command of the Amaranthe sloop, June 7th, 1814. His next appointment was, Jan. 4th, 1826, to the Espiegle of 18 guns, fitting out for the

---

\* See Suppl. Part IV. p. 87.

Jamaica station ; from whence he returned home, passenger on board the *Rattlesnake*, in company with the Duke of Manchester and suite, Aug. 12th, 1827. His promotion to the rank of captain took place on the 12th of March preceding.

*Agent*,—T. Collier, Esq.

---

### EDWARD LE CRAS THORNBROUGH, Esq.

Is the only surviving child of Admiral Sir Edward Thornbrough, G. C. B. ; and was born at Portsmouth, in the year 1795 \*. He entered the royal navy as midshipman on board the *Kent* 74, Captain Thomas Rogers, Feb. 14th, 1806 ; and served under his father's flag, in the *Prince of Wales* 98, *Ville de Paris* 110, and *Royal Sovereign* of similar force, on the Mediterranean station, from June 1806, till the year 1809. He then joined the *Apollo* frigate, Captain Bridges Watkinson Taylor, and continued in that ship during the remainder of the war. On the 13th of Feb. 1812, he assisted in capturing under the batteries of Corsica, the French frigate-built store-ship *Merinos*, of 850 tons, pierced for 36 guns, mounting 20 long 8-pounders, with a complement of 126 men ; of whom 6 were killed and 20 wounded. The *Apollo* appears not to have sustained any loss on this occasion, although, in consequence of being nearly becalmed, exposed to the fire of the batteries for above four hours. She was subsequently employed in the Adriatic, where we find her capturing the French national xebec *Ulysse*, of 6 guns and 56 men, attached to the Corfu flotilla. On the 21st of December in the same year, her boats and those of the *Weazle*, sloop, captured and blew up the strongest tower between Brindisi and Otranto, containing a telegraph, three guns, and three swivels. On the 29th of Jan. 1813, the island of Augusta, with a garrison of 139 men, surrendered to a small naval and military force

---

\* *Erratum* in Vol. I. Part I. p. 172, last line but one, *for* Taunton *read* Teignton.

under Captain Taylor and Lieutenant-Colonel Robertson ; and on the 3d of the following month, the island of Curzola was obliged to capitulate after three hours' firing, during which the Apollo had her main-mast much injured by shot from the sea-batteries, her yawl sunk, and a quantity of rigging cut, one man killed, one drowned, and one slightly wounded. The ordnance and vessels taken on these occasions consisted of one mortar, seven long 18-pounders, two 8-pounders, and eight smaller guns, all mounted in battery ; a despatch boat, a privateer which had greatly molested the trade of the Adriatic, two of her prizes, and seven trabacolos, &c. principally laden with grain for the garrisons of Ragusa and Cattaro ; the captors had also the satisfaction of rescuing a quantity of church-plate and other valuable property, which the French were about to send away from Augusta and Curzola\*.

On the 11th of April, Captain Taylor took temporary possession of a small island near Corfu, thereby enabling his boats, in conjunction with those of the Cerberus frigate, to surprise and capture two vessels laden with grain. On the 14th, he reduced the island of Malero, where the enemy had scuttled eight vessels with similar cargoes ; and on the 24th, a felucca was cut out from St. Cataldo, after the French troops had been dislodged from a strong position, with the loss of 26 men taken prisoners, one killed, and several wounded. On the 28th of May, the Apollo intercepted part of a convoy under Turkish colours, bound with supplies to Corfu ; and on the 10th of the following month, her boats captured a gun-vessel mounting one long twelve and a six-pounder, with an engineer officer on board, who had been employed in improving the defences of Parga and Pado †.

Early in Feb. 1814, Captain Taylor proposed measures "for commencing hostilities against Corfu, and, as a preliminary, to take the island of Paxo. On the 13th," says he, "we landed, under the lee of the island, in a hard southerly

---

\* See Commander GEORGE BOWEN.

† See Commander WILLIAM HENRY NARES.



gale and rain, with a few of the 2d Greek light infantry, from Cephalonia, a party of seamen and marines of the Apollo, a detachment of the 35th regiment, and of the Royal Corsican Rangers, making the whole 160 men. The movements of the troops, under Lieutenant-Colonel Church, through the length of this rugged island, were so rapid, that we gave the enemy barely time to prepare for resistance, and, in consequence of their confusion, succeeded without firing even one musket." Their force was 122 men, exclusive of militia.

Shortly after this, Captain Taylor was unfortunately drowned, by the upsetting of his boat near Brindisi, where he had previously caused the destruction of the French frigate Uranie, by threatening to enter the harbour and attack her. His death was universally lamented.

On the 12th of Dec. 1814, Mr. Thornbrough was made a lieutenant; and, on the 2d of the following month, appointed to the Phœbe frigate, Captain James Hillyar. In May, 1815, he quitted that ship, and during the ensuing three years, served as flag-lieutenant to his father, then commander-in-chief at Portsmouth. His promotion to the rank of commander took place May 25th, 1818; and his commission as captain bears date April 17th, 1827; at which latter period he was serving in the Ringdove sloop, on the Halifax station.

Captain Thornbrough married, Nov. 30th, 1820, Emily, second daughter of Daniel Garrett, of Honiton, co. Devon, Esq., formerly a Commissioner of His Majesty's Customs.

*Agents*,—Messrs. Booth and Pettet.

---

### ROBERT TAIT, Esq.

WAS made a lieutenant into the Astræa 36, Captain John Eveleigh, Dec. 13th, 1813; appointed to the Amphion 32, Captain William Bowles, Oct. 4th, 1815; to the Euphrates 36, Captain Robert Foulis Preston, April 9th, 1816; to the Tagus 36, Captain J. W. Deans Dundas, March 31st, 1817; to the Albion 74, bearing the flag of Sir Charles V. Penrose,

on the Mediterranean station, Nov. 27th, 1817; to the Glasgow 50, Captain the Hon. Anthony Maitland, Dec. 8th, 1818; and to command the Larne sloop, Dec. 7th, 1819. He returned home, Sept. 25th, 1822; and his next appointment was, March 30th, 1826, to the Heron 18, fitting out for the South American station; where he was removed, *pro tempore*, to the Volage 28, in March 1827. He obtained the rank of captain on the 17th of the following month; and returned to England, passenger on board the Blossom 24, Captain F. W. Beechey, in Sept. 1828.

*Agent*,—J. Dufaur, Esq.

---

### CHARLES HALLOWELL CAREW, Esq.

ELDEST son of Admiral Sir Benjamin Hallowell Carew, K. C. B. by a daughter of the late Commissioner Inglefield, R. N.

This officer obtained his first commission on the 30th of Aug. 1820; and subsequently served as flag-lieutenant to his father, at Chatham. He was made a commander, Aug. 3d, 1824; appointed to the Cadmus sloop, on the Plymouth station, April 8th, 1826; and advanced to the rank of captain, April 17th, 1827. Mrs. Carew, to whom he was united in June, 1828, is the daughter of Captain Sir Murray Maxwell, R. N., C. B.

---

### CHARLES GRENVILLE RANDOLPH, Esq.

ENTERED the royal navy, in 1806, as midshipman on board the Donegal 74, Captain (now Sir Pulteney) Malcolm, under whom he continued to serve for nearly five years, principally on the Channel station. In 1808, he witnessed the landing of the British army, under Sir Arthur Wellesley (now Duke of Wellington) on the shores of Portugal; and in Feb. 1809, the destruction of three French frigates, in the Sable d'Ollone; on which occasion the Donegal had seven men killed and

wounded\* : he was also present at the memorable attack made upon the enemy's squadron in Aix Roads, April 11th, 1809 †; and at the attempt made by Captain Malcolm to destroy two frigates, under the batteries of Cape La Hogue, in Nov. 1810 ‡. We subsequently find him serving on board the *San Josef* 110, bearing the flag of Lord Keith, commander-in-chief of the Channel fleet. His first commission, whereby he was appointed a lieutenant of the *Impetueux* 78, flag-ship of Vice-Admiral (now Sir George) Martin, on the Lisbon station, bears date Aug. 14th, 1812.

Lieutenant Randolph's next appointment was, May 13th, 1813, to the *Eurotas* frigate, Captain (now Sir John) Phillimore, whom he "ably assisted" in the gallant and hard-fought action between that ship and *la Clorinde*, of 44 guns, Feb. 25th, 1814. The official account, and some additional particulars, of this severe conflict, will be found in *Suppl. Part I.* pp. 245—249.

In consequence of the dangerous wounds received by Captain Phillimore, the *Eurotas* was afterwards commanded, *pro tempore*, by Captains Edmund S. P. Knox and Robert Bloye, and ultimately by Captain James Lillicrap, under whom Lieutenant Randolph continued to serve till promoted to the rank of commander, June 13th, 1815. On the 26th of Jan. 1819, he was appointed to the *Pandora* sloop, fitting out for the Irish station, which vessel he paid off in June, 1822. His commission as captain bears date April 20th, 1827.

This officer married, Nov. 19th, 1829, Juliana, daughter of Multon Lombard, Esq.

*Agents*,—Messrs. Stilwell.

---

### CHARLES STRANGWAYS, Esq.

WAS made a lieutenant on the 28th of Oct. 1809; appointed to the *Euryalus* frigate, Captain the Hon. G. H. L. Dundas,

---

\* See Vol. II. Part II. p. 792.      † See Vol. I. Part I. p. 84.

‡ See Vol. II. Part I. p. 301.



Mar. 31st, 1810; removed from that ship to the North Star 20, Captain Thomas Coe, Nov. 4th, 1814; and promoted from the latter to the rank of commander, July 14th, 1815. The manner in which the *Euryalus* was principally employed will be seen on reference to Vol. II. Part I. p. 422 *et seq.* and Suppl. Part I. pp. 6—9.

This officer subsequently commanded the *Onyx* and *Clio* sloops, on the Jamaica and North Sea stations. His commission as captain bears date April 20th, 1827.

*Agents*,—Messrs. Chard.

---

### EDWARD RICHARD WILLIAMS, Esq.

Was made a lieutenant into the *America* 74, Captain (now Vice-Admiral) Sir Josias Rowley, Bart., Dec. 14th, 1813; removed to the *Alcmene* frigate, on the Mediterranean station, April 19th, 1814; appointed to the *Impregnable* 104, fitting out for the flag of Sir Josias Rowley, May 27th, 1815; and promoted to the rank of commander, Dec. 15th in the same year. His next appointment was, Feb. 4th, 1825, to the *Zebra* sloop, which vessel he commanded, in the Mediterranean, till advanced to the rank of captain, April 28th, 1827.

*Agents*,—Messrs. Cooke, Halford, & Son.

---

### HENRY MARTIN BLACKWOOD, Esq.

SON of Vice-Admiral the Hon. Sir Henry Blackwood, Bart., K. C. B., by his second wife, Eliza, fourth daughter of the late Captain Martin Waghorn, R. N.

This officer was born on the 11th of June, 1801; made a lieutenant Nov. 30th, 1821; appointed to the *Nimrod* sloop, Captain William Rochfort, July 6th, 1822; to the *Active* frigate, Captain Andrew King, Mar. 1st, 1823; and advanced to the rank of commander, Dec. 1st following. His next appointment was, July 26th, 1826, to the *Jasper* sloop, in

which vessel he served on the Mediterranean station, till promoted to the rank of captain, April 28th, 1827.

*Agents*,—Messrs. Cooke, Halford, & Son.

---

### WYNNE BAIRD, Esq.

WE first find this officer serving as midshipman of the Glasgow frigate, Captain the Hon. Henry Duncan, C. B., at Plymouth, in May, 1815; and next, under Captain the Hon. Anthony Maitland, at the battle of Algiers; on which occasion he was severely wounded. He obtained the rank of lieutenant Sept. 5th, 1816; and subsequently served on board the Tyne 26, Captain Gordon Thomas Falcon; and Rose sloop, Captains Thomas Ball Clowes and Henry Dundas; on the South American and Mediterranean stations. His commissions as commander and captain bear date, Mar. 31st, 1824, and April 23th, 1827.

*Agents*,—Messrs. Cooke, Halford, & Son.

---

### HENRY BYAM MARTIN, Esq.

A SON of Admiral Sir T. Byam Martin, G. C. B., Comptroller of H. M. navy, and M. P. for Plymouth, by Catherine, fourth daughter of the late Commissioner Robert Fanshawe, R. N.

This officer was made a lieutenant Mar. 20th, 1823; appointed to the Sybille frigate, Captain (now Sir John Brooke-) Pechell, July 1st in the same year; and promoted to the rank of commander, April 8th, 1825. His commission as captain bears date April 28th, 1827, at which period he commanded the Parthian sloop, on the Mediterranean station. His sister, Catherine, is married to her first cousin, the only son of Sir Henry William Martin, Bart.

---

### ROBERT PATTON, Esq.

SON of Retired-Captain Charles Patton, R. N., late Agent of Transports at Portsmouth.

This officer was made a lieutenant Nov. 13th, 1810; appointed to the Loire and Junon frigates, Captains Thomas Brown and Clotworthy Upton, April 12th, 1813, and Nov. 4th, 1814; advanced to the rank of commander, June 13th, 1815; and presented with the honorary medallion of the Royal Humane Society, April 13th, 1826. His commission as captain bears date April 30th, 1827, at which period he commanded the Trinculo sloop, on the Irish station.

---

### ROBERT AITCHISON, Esq.

SON of William Aitchison, of Drummore, East Lothian, Esq.

This officer entered the royal navy, in 1809, as midshipman on board the Lively 38, Captain (now Rear-Admiral) George M'Kinley, and continued in that ship until she was wrecked near Point Coura, Malta, Aug. 10th, 1810. He next joined l'Unité frigate, Captain (now Rear-Admiral) Patrick Campbell; with whom he was removed into the Leviathan 74, off Toulon. We afterwards find him serving under Captain (now Sir David) Milne, in the Impetueux, Dublin, Venerable, and Bulwark, two-deckers; and subsequently in the Tonnant 80, bearing the flag of Sir Alexander Cochrane, on the North American station. During the expedition against New Orleans, he received an order to act as lieutenant of the Vengeur 74, Captain (now Sir Robert T.) Ricketts; and this appointment appears to have been confirmed by the Admiralty, May 6th, 1815. After remaining on half-pay for nine months, he was appointed, May 1st, 1816, to the Leander 60, Captain Edward Chetham, C. B., in which ship he bore a part at the memorable battle of Algiers, and subsequently accompanied Sir David Milne, as his flag-lieutenant, to the Halifax station, where he continued during the



whole period of that officer's command. His commission as commander bears date July 17th, 1819; and his promotion to the rank of captain took place April 30th, 1827, at which period he was serving in the *Clio* sloop, on the North Sea station.

Captain Aitchison married, Dec. 18th, 1821, Eliza, daughter of the late Matthew Munro, of the island of Grenada, Esq.  
*Agents*,—Messrs. Cooke, Halford, & Son.

---

### HENRY EDEN, Esq.

SECOND son of the late Thomas Eden, of Wimbledon, co. Surrey, Esq., and first cousin to the present Lord Auckland.

This officer was a midshipman of the *Alceste* frigate, Captain (now Sir Murray) Maxwell, during Lord Amherst's embassy to China, in 1816. He obtained the rank of lieutenant on the 20th of Oct. 1817; and his subsequent appointments were,—June 22d, 1818, to the *Liffey 50*, Captain the Hon. Henry Duncan, C. B.;—Mar. 28th, 1820, to be flag-lieutenant to Sir Graham Moore, K. C. B.;—and, July 19th, 1822, to command the *Martin 20*, on the Mediterranean station. In 1825, when paying off that vessel, at Plymouth, her crew presented him with a handsome sword, on which is inscribed, "A tribute of respect from the ship's-company of H. M. Sloop *Martin* to Captain Henry Eden." He was advanced to his present rank April 30th, 1827.

Captain Eden's eldest brother was formerly a Lieutenant-Colonel of the 15th foot. One of his sisters is married to Lord Brougham and Vaux, and another to Vice-Admiral Sir Graham Moore.

*Agents*,—Messrs. Maude and Co.

---

### SAMUEL THORNTON, Esq.

THIRD and youngest son of Samuel Thornton, Esq. (formerly M. P. for the county of Surrey, a Bank Director, Governor of the Russia Company, Deputy-Governor of the

Eastland Company, and brother-in-law to the late Earl of Leven and Melville.

This officer was born on the 2d of March, 1797; and first embarked as midshipman, on board the Amazon frigate, Captain (now Rear-Admiral) William Parker, May 17th, 1811. In the following month, he witnessed the capture and destruction of nine French vessels, near the Penmarks\*. We subsequently find him serving under Captains Richard Dalling Dunn and James Hillyar, in the Armide and Phœbe frigates; the former employed in the Bay of Biscay, and the latter in the Pacific Ocean; where, assisted by the Cherub sloop, she captured the United States' ship Essex of 46 guns, Mar. 28th, 1814 †.

In Dec. following, Mr. Thornton joined the Cornwallis 74, fitting out for the flag of Rear-Admiral (afterwards Sir George) Burlton, with whom he proceeded to the East India station, where he was appointed, by Sir Richard King, to act as lieutenant of the Towey 26, Captain William Hill, in Oct. 1818. On his return to England, he passed his examination at the Royal Naval College, and was immediately promoted, by commission dated May 2d, 1819.

Lieutenant Thornton's next appointment was, Oct. 22d, 1821, to the Liffey 50, Commodore Charles Grant, C. B., under whom he served at the capture of Rangoon, May 11th, 1824 †. On the 18th of Jan. 1825, he exchanged from that ship, then commanded by acting Commodore Coe, into the Alligator 28, Captain Thomas Alexander, C. B.; and in the beginning of March, we find him ascending the Irrawaddy with despatches for the latter officer, whom he joined below Donoobew on the day previous to the first attack upon that place, of which an account is given in pp. 73—76 of the Appendix. During the subsequent operations against Maha Bandoola, he commanded the Alligator's cutter, then attached to the invading flotilla; and after the occupation of Prome, he was sent up the river as far as Patanagoh, with a small de-

\* See Vol. II. Part I. p. 440.

† See Vol. II. Part II. p. 861 *et seq.*

‡ See Appendix, pp. 1—8.

tachment under his orders, for the purpose of liberating any family or other boats that he might find detained by the Burmese warriors, and to endeavour to open a communication with the Arracan army, under Brigadier-General Morrison. During this trip, the Irrawaddy was accurately surveyed throughout a distance of ninety miles.

In the meantime, Lieutenant Thornton had been promoted by the Admiralty to the command of the *Slaney 20*; but he did not join that sloop, at Madras, until Jan. 1826. He then hastened back to Rangoon, and was there left by Captain Chads, to carry on the naval duties; while his boats, under the charge of Lieutenant George Fuller Stow, were employed in bringing down troops from the evacuated posts on the Irrawaddy\*. His commission as captain bears date April 30th, 1827.

*Agents*,—Messrs. Cooke, Halford, & Son.

---

### FREDERICK WILLIAM BEECHEY, Esq.

*Fellow of the Royal Society, and Member of the Astronomical and Geographical Societies of London.*

THIS officer is a son of Sir William Beechey, Knt., and was born in London, Feb. 17th, 1796. He first went to sea in the *Hibernia 110*, bearing the flag of Earl St. Vincent, commander-in-chief of the Channel fleet; and served as a midshipman of that ship, under Captains Tristram R. Ricketts, John Conn, William Bedford, and Charles M. Schomberg, from July, 1806, till Nov. 1807; at which period she bore the flag of Sir W. Sidney Smith, off Lisbon. (See Vol. I. Part I. p. 320, *et seq.*)

After witnessing the flight of the House of Braganza, Mr. Beechey joined the *Minotaur 74*; and we subsequently find him following Captain Schomberg into the *Foudroyant 80*, flag-ship of Sir W. Sidney Smith; President frigate, on the South American station; *Elizabeth 74*, for a passage from

---

\* See Appendix, p. 116.



Rio Janeiro to England; and *Astræa* frigate, fitting out for the Cape of Good Hope. On the 20th of May, 1811, he bore a part in an action with a French squadron, near Madagascar, which ended in the capture of *la Renommée*, of 44 guns and 470 men; and led to the recovery of the settlement of Tamatave, the liberation of a detachment of H. M. 22d regiment, and the surrender by capitulation of *la Néréide* frigate, armed and manned precisely the same as her late consort, *la Renommée* \*. In the following year, he was ordered home for the recovery of his health, and he appears to have afterwards served under Captains Lucius Curtis and T. R. Ricketts, in the *Magicienne* 36, and *Vengeur* 74; the latter ship forming part of the expedition against New Orleans. On the 8th of Jan. 1815, he was employed in the boats which dashed across the Mississippi, with a detachment of troops, seamen, and marines, as a diversion in favor of the general attack upon the American lines †. His first commission bears date Mar. 10th following; at which period he was serving on board the *Tonnant* 80, flag-ship of Sir Alexander Cochrane.

Mr. Beechey's appointments as a lieutenant were,—Sept. 13th, 1815, to the *Niger* 38, Captain Samuel Jackson, C. B.; in which ship he continued till she was condemned and laid up, at Halifax, from whence her officers and crew returned home in a transport:—Jan. 14th, 1818, to the *Trent* hired brig, commanded by Lieutenant (now Sir John) Franklin, and fitting out for the discovery of a northern communication between the Atlantic and Pacific, under the orders of Captain David Buchan, whose proceedings have been related in p. 86 *et seq.* of this volume:—Jan. 22d, 1819, to the *Hecla* sloop, Captain (now Sir W. Edward) Parry, with whom he penetrated to longitude 113° 54' 43" west from Greenwich, within the Arctic Circle ‡:—and lastly, Jan. 23d, 1821, to the *Adventure* sloop, Captain William Henry Smyth, who was then preparing to resume his survey of the northern

---

\* See Vol. II. Part II. pp. 831—837.

† See Suppl. Part IV. p. 18, *et seq.*

‡ See Suppl. Part IV. pp. 318—353.

coast of Africa, from Tripoli to Egypt ; and at whose suggestion it had been arranged, that a party on shore, to be conducted by Lieutenant Beechey, should proceed simultaneously along the coasts of the Greater Syrtis and Cyrenaica, and from thence as far as practicable to the eastward, communicating from time to time with his vessel, as occasions might offer in the course of their route. Mr. Henry W. Beechey, brother to the lieutenant, and who had already travelled in the Levant, was likewise attached to this expedition, with instructions to examine and report on the antiquities of the country\*.

The Adventure did not arrive at Tripoli before the 11th of Sept. ; and it was not till the morning of the 5th of November, that Messrs. Beechey were able to commence their long and fatiguing journey. Their party then consisted of the three gentlemen named in p. 161 ; three Europeans, who acted equally as interpreters and servants ; three Arabs of Tripoli, to look after their horses ; one Tchaous, or janissary, belonging to the Bashaw ; and an escort of six Bedouins ; one of whom was an aged chief, whose daring exploits had obtained for him the appellation of El Dúbbah, or the Hyæna, and who had recently been established as Shekh of Syrt, a district of more than 200 miles in extent, through which they had to travel. On the 20th, they entered Mesurata, a town situated in lat.  $32^{\circ} 25' 1''$  N., long.  $15^{\circ} 10' 19''$  E., at the eastern boundary of the cultivated districts, near the Cephalis Promontorium of Strabo, and where the coast begins to trend to the southward.

“Its remarkable position,” say they, “between the fertile regions of the Cinyphus and the barren dreary wastes of the Greater Syrtis, cannot fail to make it an object of more than common interest to those who witness its singular contrast.

“From a high range of sand-hills between the town and the sea, an excellent idea may be formed of this striking peculiarity of situation ; and we often toiled up their steep and yielding sides, to enjoy the singularity of the prospect.

---

\* See pp. 156—167.

“ At the foot of these masses, to the southward and to the westward, are the varied and cultivated lands of Mesurata : there are seen endless groves of palm-trees and olives, among which are scattered numerous villages and gardens, rich tracts of corn land, flocks of sheep and goats, and every where a moving and busy population. To the northward and on the eastern side, the hills are bounded by a promontory of sand-stone and the sea. To the south-eastward, a tenantless and desolate waste, without a single object rising from its surface, lies stretched in one long unbroken line, as far as the eye can range. Not a single tree or shrub is on that side to be seen ; not a single house or tent ; not a single human being or animal of any description. In fact, the effect of the Greater Syrtis, from this place, is that of a dreary moor—a wide tract of level waste land—without any thing to distinguish one part of it from another but the windings of a marsh, which threads its dark surface, and is lost in different parts of the unbroken horizon. A more comfortless scene can scarcely be imagined than is presented by the opening of this celebrated region, so little known at any period of history.

“ As a general description of the marsh above mentioned, we should say that it commences at Mesurata, and extends southward along the coast as far as Giraff ; occupying altogether a space of 101 miles by 15, and narrowing towards its southern termination. A small part of the marsh only was covered with water when we crossed it ; but from the alternate laminæ of salt and alluvial deposit, as well as from the numerous small shells, principally of the trochus kind, which cover its surface, it is evident that the sea at times wholly inundates it. Our guides were constantly representing to us the danger there was of sinking, with all the usual hyperbole of Arab description. As we suspected, however, that they only made difficulties in order to save themselves the trouble of attending us in our excursions, we paid but little attention to their observations of this nature ; and continued to cross the marsh, whenever our duties rendered it necessary that we should examine either the coast or the country beyond it, taking no other precautions than those of keeping in such places as appeared to ourselves to offer the firmest footing. The crusted surface occasionally gave way under our horses' feet, and discovered hollow spaces of various depths underneath, at the bottom of which appeared water : but as none of us ever sank in very deeply, we concluded that these hollows were too trifling to be dangerous, till experience at length convinced us that a portion of truth was mixed up with the exaggerated accounts of our guides, and induced us to use more precaution.”

In following the route along the coast of the Greater Syrtis, which must have been as formidable to the vessels of the ancients as its sands were supposed to have been to their armies, the first rising ground which occurs, of any tolerable dimen-



sions, is Melfa ; where are the remains of an old, dilapidated Marabūt, and occasionally a patch of vegetation, affording a scanty supply to a few miserable looking goats. Arar, between Mesurata and Melfa, is remarkable as possessing a tall and solitary date-tree, the only one to be met with on the coast, in a tract of more than 400 miles.

“Sooleb, (in lat.  $31^{\circ} 45' 40''$ , long.  $15^{\circ} 29' 29''$ ) the southern limit of the marsh, according to the dimensions given by Strabo, has the advantage of some tolerable pasturage, and is in consequence occupied by flocks of sheep and goats, which are chiefly tended by negro slaves, who dwell in scattered tents, with the animals confided to their charge. The sight of a little vegetation was by no means unwelcome to us after the dismal prospect afforded by the barren flats we had just passed ; and the dreary uncultivated wilds of Sooleb assumed, by comparison, some appearance of interest, which a draught or two of milk, that we were able to procure there, may probably have in some degree contributed to heighten. This refreshment was here more peculiarly welcome, as the water of Sooleb is too bitter, brackish, and stinking, to be drank without the greatest disgust : the purchase of a lamb, also, added meat to our board, which we had not tasted since we left Mesurata.

“After quitting Sooleb, which, we may here observe, occupies the place assigned in modern charts to the Gulf of Suca, we entered again upon marshy ground, and continued our route to Maháda, situated in lat.  $31^{\circ} 31' 57''$ , long.  $15^{\circ} 40' 45''$ . The noxious qualities of the night air in these swampy regions were sometimes severely felt by us ; the atmosphere, after sunset, was always very chilly ; and there was usually a heavy deposit of dew : a very offensive smell was also experienced in many parts of the marsh.

“Mahad Hassan, in lat.  $31^{\circ} 16' 53''$ , long.  $16^{\circ} 6' 40''$ , is the first place after the long tract of marshy land, which has any appearance of an ancient site. Its remains consist of a number of small quadrangular buildings, similar to the fortresses observable at the different stations all the way from this point to Derna.

“We arrived at Giraff” (224 geographical miles from Tripoli) “on the 11th of December, and pitched the tents upon some sand-hills bordering a plain thickly covered with low brushwood, which extended as far as the eye could reach, and from its green appearance seemed to promise some signs of habitation. Our journey across the marsh had been monotonous and uninteresting in the extreme ; no objects had appeared to enliven the scene ; and no sounds were heard but the voices of our own camel-drivers, and the tiresome unwearied songs of our Arab escort, which usually consisted of no more than three or four words, repeated eternally without any change of tone, and apparently without the consciousness of the performers themselves. The only sounds which broke in upon the stillness

of the night were the prayers of our friend the Dúbbah, as he chaunted them at intervals in a low and drowsy tone; and the howlings of his namesakes, who prowled about the tents, occasionally mingled with the shriller cries of the jackalls.

“On the morning of the 12th, the drivers refused to load their camels; and we were told that they would not proceed any farther, unless we paid them their wages each day in advance. This we refused most decidedly, telling them that we should abide by our agreement, and expected that they would keep theirs: we added, that we were determined at all events to proceed, and that if they persisted in refusing to load the camels, we should do so without farther ceremony ourselves. They made no reply, but all walked away to a little eminence a few yards distant, where they were presently joined by the whole of our Arab escort, except the Dúbbah, and began to prime their guns very ceremoniously, charging such of them with ball as did not happen to be already loaded. We took no other notice of this manœuvre than by having our own fire-arms in readiness, and proceeded immediately to load the camels ourselves, in which we were assisted by the Bashav's janissary, the Dúbbah all the while recommending us to comply with the demand of the malcontents. It here became evident how little dependence was to be placed upon Skeik Mahommed and his company, and we were glad to have discovered this circumstance so early, as it might prevent us from relying upon their co-operation in cases of greater importance. We did not much expect that the Arabs would proceed to extremities; but our party, at all events, was quite as strong as theirs, and we were determined to carry our point. When the camels were loaded, and we were about to drive them off, the warmth of our opponents had abated; for an Arab very easily makes up his mind to submission, when he finds that the chances are not greatly in his favor; and they followed us without offering further resistance, resuming by degrees their customary occupations.

“We now passed over a succession of undulating ground, covered with pasturage, among which appeared flocks of sheep and goats, and here and there an Arab tent. But the most welcome objects which this change of soil afforded, were the wells of sweet water which presented themselves at Zaffran,” (15 miles beyond Giraff). “The little port of Mersa Zaffran, in lat.  $31^{\circ} 12' 48''$ , long.  $16^{\circ} 41' 29''$ , is the first that occurs in passing eastward from the Cephalas Promontorium, and the remains of building which are found there, on the beach, will authorize the conclusion that it was used as such by the ancients. We may fairly consider it as that mentioned by Strabo with *Aspis*.”

The people who reside at Zaffran, and indeed in every other part of the Syrtis, are Bedouins; for there is not a single permanently inhabited town or village between Mesurata and Bengazi.

“We found them hospitable and obliging, and never entered one of their tents without meeting with a cordial reception: their simple fare of milk, léban, and dates, was always freely offered, and our horses were regaled with a feed of corn, which they usually found very acceptable. We cannot take our leave of Zaffran without noticing the very singular and formidable appearance of the beach on this part of the coast; and had we not ourselves beheld the extraordinary scene which it presented, we should scarcely have believed it possible that the force of the sea could, under any circumstances, have raised the large blocks of stone which are here piled up. The occasional regularity in which these are heaped one above another, induced us, on the first view of them, to imagine that they had been intentionally placed there, for the purpose of a break-water; but the long extent of the ranges soon proved the impossibility, and the idea was dismissed as heartily as it had been entertained. Heaps of sand and sea-weed are thrown up with these blocks of stone, and the roar and confusion which a moderate gale of wind here occasions, are such as in other places will seldom be found to accompany the most violent weather.

“On the 17th of December, we reached Medinet Sultàn, which has been an important military position, as the remains of several strongly-built fortresses still remaining there will attest. At Nehim there is a sandy bay, into which ships might send their boats, with almost all winds, for water, at three wells which are situated near the beach. At Hámmah also, a bay still further eastward, water may be procured almost at all times, the sea being rendered smooth by a shoal which stretches itself across the entrance. The two bays may be known by a promontory situated nearly midway between them.

“While we were pitching the tents at Hámmah, some of our horses got loose, and Shekh Mahommed el Dúbbah, who had just come up with us on his trusty mare, was violently assailed by them on all sides. He called out most lustily for help, and in the mean time exhibited uncommonly good horsemanship; wheeling about rapidly in all directions, and making his mare kick out in the intervals, to the no small amusement of our whole party, who were at first too much overcome by laughter to give him any effectual assistance. As the attack, however, began to grow serious, from the number and impetuosity of our valiant Shekh's assailants, we soon recovered ourselves sufficiently to make a diversion in his favour, and eventually to secure all the horses, though not before the Dúbbah was quite out of breath, and had broken his gun in self defence. \* \* \* \* The next morning, he took the doctor aside, and with a significant half-smile upon his countenance, begged he would furnish him with the exhilarating medicine which he had promised him on a former occasion; confessing that as he was going home, from which he had been some time absent, he was particularly desirous of assuming an animated and youthful appearance in the presence of his young and handsome wife,



who, he was fearful, he said, had already began to fancy him a little too old for her. He described this girl, to whom he had lately been married, as uncommonly pretty, and only sixteen years of age; and concluded by saying he did not despair, *Imsh Allah* (please God), that with the doctor's assistance, he might yet contrive to make himself agreeable to her! The doctor was not long in preparing the draught; and the *Dúbbah* rode off at full gallop.

“In a ravine at *Mahiriga* we found some very good water, which was particularly acceptable to a party of pilgrims from the westward, by whom we were joined, on their journey to Mecca. Some of them continued with us as far as *Bengazi*, and appeared to be very grateful for the few piastres which we gave them there, to assist in supporting them on the road to the Holy City.”

On the following day, Dec. 27th, Messrs. Beechey passed the boundary of the districts of *Syrt* and *Barca*, and arrived at *Sachrin*, the most southern point of the Gulf of *Syrtis*, lat.  $30^{\circ} 16' N.$ , long.  $19^{\circ} 18' 33'' E.$  Few parts of the world will be found to present so truly desolate and wretched an appearance as its shores in this neighbourhood exhibit. Marsh, sand, and barren rocks, alone meet the eye; and not a single human being, nor a trace of vegetation, are to be met with in any direction. The stillness of the nights which they passed in this dreary tract of country was not even broken by the howlings of their old friends the jackalls and hyænas; and it seemed as if all the animated part of creation had agreed in the utter hopelessness of inhabiting it to any advantage. In this neighbourhood was the cave of the formidable *Lamia*, so much dreaded by the children of the ancients.

“*Sachrin* may be said to be the bottom of the gulf, and it was here more particularly desirable to ascertain the exact form assumed by the coast in terminating this extensive bay. We proceeded therefore, to a ridge called *Jeria*, for the purpose of comparing the actual form of the gulf at this point with that which is assigned to it by the geographers who have hitherto described it. A thick mist for some time concealed every part; but it cleared off before noon, and we had then an extensive view of the whole line of coast. We had the various charts before us, and the opportunity which now offered itself was as favorable as could possibly be wished. But how different was the form which presented itself to our observation, from that which appeared in the authorities which we were enabled to compare with it. Instead of the narrow and cuneiform inlet

in which the gulf has in modern charts been made to terminate, we saw a wide extent of coast, sweeping due east and west, with as little variation as possible; and in the place of the numerous ports and sinuosities which appeared in the maps before us, we saw a shore but very slightly indented, which offered no possible security to vessels of any description.

“The chart ascribed to Ptolemy is the only one we are acquainted with which approaches to something like the actual form of the coast; and every step which modern geographers have receded from this outline has been a step farther from the truth.

“From Sachrin we proceeded on to Braiga, where we were led to expect, from the report of our Arab guides, that we should find a harbour full as good as that of Tripoli. It has been a strongly-fortified post, as appears from the remains of several well-constructed and spacious castles which have been erected there. The best landing for boats was found to be under a high point to the westward; and on the beach at this angle were several heaps of sulphur, collected in equal-sized masses for embarkation, which had been brought on camels from the mines to the southward, and were said to belong to the Pasha of Egypt. If there should prove to be sufficient water in the harbour of Braiga, it is probable that good anchorage would be found there, with all winds, behind reefs of breakers extending across the mouth of it: it may be easily distinguished by the very high sand-hills at the back of it, and by a ruin on the rocky point at its western extremity. Among these sand-hills are some wells, in which the water, though several hundred feet above the level of the sea, is perfectly brackish. Beyond them, to the southward, is a hilly country covered with verdure, in which a number of camels were feeding, and numerous flocks of sheep and goats. If it be necessary to give Braiga an ancient name, we should consider it as the site of the Automala of Strabo.

“We next halted near a bold rocky promontory, called by the Arabs Tabilba, on which are the remains of a castle \* \* \*. On the beach are the remains of a wall, remarkably well constructed, or it never could so long have resisted the violence of the surf which beats against it. It appears to have formed part of a landing place or quay. We have no hesitation in supposing Tabilba to be the site of the *Maritimæ Stationes* of Ptolemy. Its position corresponds so well with that assigned to the naval stations in question, and its remains are so well calculated to induce the belief that they have originally been appropriated to the defence and accommodation of a considerable number of men, that we cannot be sceptical on the occasion. On either side of the promontory on which the castle has been built is a small sandy bay, neither of which at present affords any shelter for vessels, but from which the galleys of the ancients might have been easily drawn up on the beach, when it might not have been practicable for them to keep the sea. Mersa Braiga is in fact the only port in the gulf which can at all be considered as such, in our esti-

mation of the term; and here the shelter is afforded only by breakers, and could not prevent the small vessels of the ancients from being driven on shore in stormy weather.

“ On the day after our arrival at Tabilba, we continued our journey along the coast, and proceeded to Ain Agàn, (lat.  $30^{\circ} 33' 57''$  N., long.  $19^{\circ} 50' 42''$  E.) To seaward, we observed an island about a mile in length, with breakers east and west of it, extending a considerable distance. The Arab name for this island (which is Gàra) too much resembles that of Gaia, one of those laid down by Ptolemy, to leave much doubt of their being the same. At about a mile from the shore, nearly opposite Aalum Limirish, is a remarkably white rock, about forty feet high, and steep on all sides; it has breakers scattered about it, and should not be closely approached till better known: beyond this rock, which is called Ishaifa, we perceived the sea breaking heavily over another rock, as much as four miles from the shore, which extends itself in reefs towards Gàra. On coming abreast of Gàra, which lies about six miles off shore, we had a good opportunity of observing it with our glasses; it appeared to be covered with verdure, and we thought we perceived some appearances of building upon it. It was in vain that we longed for some means of crossing over to this island, for *there is not a boat or a vessel of any description to be found from one end of the Gulf of Syrtis to the other*; but we consoled ourselves with the idea that it would be visited by the officers of the Adventure, which we afterwards found to have been the case.

“ Near Sheibah (lat.  $30^{\circ} 38' 35''$ , long.  $19^{\circ} 58' 23''$ ) we found the water tasted very strong of sulphur, besides being brackish and stinking; but among some sand-hills two miles beyond it, there were several wells of sweet water: a circumstance which it is essential to know, as the water of Sheibah can scarcely be called drinkable, and there is no other but that just alluded to, at less than two days from the place.

“ At a short distance from Rhout el Assoud (lat.  $30^{\circ} 50'$ , long.  $20^{\circ} 6'$ ), we observed to the north-eastward, about a mile distant from the shore, six rocks connected by breakers, under which there appeared to be good anchorage for small vessels: the coast opposite them is low, and formed in shallow sandy bays, some of which have rocks extending across their entrance, and would afford protection for boats. On the following day we reached Carcora, where there are two coves which would serve for boats: they may be known by some high sand-hills lying between them, and by two ruins situated upon the hills inland nearly abreast of them. At the foot of the sand-hills there are some springs of fresh water, remarkably sweet and good, within a few feet of an extensive salt-marsh, and on the same level with it. With the exception of the above coves, there is nothing whatever of any interest on the coast between Carcora and Bengazi, the former situated in lat.  $31^{\circ} 26' 23''$ , long.  $20^{\circ} 2' 45''$ ; the latter in lat.  $32^{\circ} 6' 54''$ , and built upon the site once occupied by Berenice, the most western city of the Pentapolis.



“When we arrived within a day’s journey of Bengazi, the weather, which had hitherto been very fine for the time of year, began to show that the rainy season had commenced in good earnest, and we congratulated ourselves in having escaped it so long; for had the bad weather overtaken us sooner, it would effectually have put an end to our researches, and obliged us to advance as fast as possible upon Bengazi, the only place which could have sheltered us between Mesurata and Derna. Indeed, it would have been difficult to make any progress at all; for the ravines would, in a few hours, have assumed the form of torrents, and the marshy ground have become every where dangerous, and in most places wholly impassable; our camels, besides, would have fallen every moment under their loads, as they cannot keep their feet in slippery weather, and some of our horses would certainly have sunk under the exertions which would have been necessary to overcome these additional disadvantages. As it was, we had been obliged to lead two of the horses for several days before our arrival at Bengazi, and it would indeed be thought extraordinary by those accustomed only to the horses of Europe, that any of them arrived there at all after the fatigues and privations which they had endured. They had all of them been rode through the whole of the day, over a country without any roads, for more than two months successively, exposed to the heat of the sun during the day, and without any shelter from the cold and damp of the night; while at the same time, instead of having any extra allowance to enable them to support this exertion, they were often left, unavoidably, for more than four-and-twenty hours without any thing whatever to eat or drink, and on one occasion, were as much as four days without a drop of water of any kind. A few weeks repose, in a comfortable stable, at Bengazi, was however sufficient to restore most of our horses to their former strength and condition; and they afterwards carried us in very good style over the steep woody hills and rugged passes of the Cyrenaica.

“The harbour of Bengazi appears to have been formerly capable of containing good-sized vessels, and, even in the recollection of some of the present inhabitants, the Bashaw’s ships were accustomed to lie, where now only boats can be accommodated. At present it can only be entered by small vessels, drawing seven or eight feet water, and that merely in moderate weather. It is well protected from the sea by reefs of rocks, between which the entrance is so narrow as to render a pilot necessary.”

Having now reached the spot where most authors have placed the Gardens of the Hesperides, the Messrs. Beechey addressed themselves to the examination of this memorable site of remote mythology; and have elucidated the question in a manner at once satisfactory and entertaining. They subsequently visited and obtained plans of the ancient cities

of Teuchira, Ptolemeta, Cyrene, and Apollonia; discovered the troglodytes, or inhabitants of caves\*; completed the exploration of an extensive tract of coast which had been hitherto unsurveyed; and made drawings of every object of note which presented itself on the field of their operations. Circumstances, however, prevented their going further eastward than Derna, and limited the period of their stay in the Pentapolis to a much shorter period than they had originally expected. On the 25th of July, 1822, they embarked at Bengazi on board a bullock-vessel bound to Malta; and from thence returned to England.

Some time previous to his departure from Africa, Mr. Frederick W. Beechey had been promoted to the rank of commander; and on the 12th of Jan. 1825, he was appointed to the Blossom sloop, fitting out for a voyage to the Pacific and Behring's Strait, to co-operate with the polar expeditions under Captains Parry and Franklin. During his absence from England, a period of three years and a half, he sailed 73,000 miles, and experienced every vicissitude of climate.

After touching at Teneriffe, Rio Janeiro, Conception, Valparaiso, and Easter Island (where a native chief appears to have been shot whilst heading his people in an attack upon the boats of the Blossom), Commander Beechey surveyed Ducie's and Elizabeth Islands, the latter of which he found "differed essentially from all others in its vicinity, and belonged to a peculiar formation." He then proceeded to Pitcairn's Island, now well known to the world as the last refuge of the mutineers of the *Bounty*, the details of whose extraordinary history *we* first made public, in the years 1825 and 1827 †. Speaking of their descendants, he says:—

"The Pitcairn Islanders are tall, robust, and healthy. Their simple food and early habits of exercise give them a muscular power and activity not often surpassed. It is recorded among the feats of strength which these people occasionally evince, that two of the strongest on the island, George Young and Edward Quintal, have each carried, at one time, without inconvenience, a kedge anchor, two sledge hammers, and an armourer's anvil, amounting to upwards of six hundred weight; and that Quintal, at another time, carried a boat twenty-eight feet in length.

\* See p. 160.

† See Vol. II. pp. 748—786, and Suppl. Part I. pp. 96—103.

Lieutenant Edward Belcher (assistant-surveyor), who was admitted to be the most active among the officers on board, and who did not consider himself behind-hand in such exploits, offered to accompany one of the natives down a difficult descent, in spite of the warnings of his friends that he was unequal to the task. They, however, commenced the perilous descent, but Mr. Belcher was obliged to confess his inability to proceed, while his companion, perfectly assured of his own footing, offered him his hand, and undertook to conduct him to the bottom, if he would depend on him for safety.

“In the water they are almost as much at home as on land, and can remain nearly a whole day in the sea. They frequently swam round their little island, the circuit of which is at the least seven miles. When the sea beat heavily on the island, they have plunged into the breakers, and swam to sea beyond them. This they sometimes did pushing a barrel before them, when it could be got off in no other way, and in this manner we procured several tons of water without a single cask being stove. The women are nearly as muscular as the men, and taller than the generality of their sex. Polly Young, who is not the tallest upon the island, measured five feet nine inches and a half. Accustomed to perform all domestic duties, to provide wood for cooking, which is there a work of some labour, and sometimes to till the ground, their strength is in proportion to their muscularity; and they are no less at home in the water than the men.”

In the equipment of the Blossom, a decked barge was built purposely for her by Mr. Peeke of Woolwich dock-yard, upon a model highly creditable to his professional ability, and finished in the most complete manner. As the ship was now about to enter a sea crowded with islands which rise abruptly to the surface, without any soundings to give warning of their vicinity, this little vessel was likely to be of the greatest service, not only in a minute examination of the shore, but, by being kept a-head during the night, to give notice of any danger that might lie in her route. She was accordingly equipped, provisioned for six weeks, and the command of her given to Mr. Thomas Elson, formerly master of the Adventure; an able officer, having with him Mr. Richard Brydges Beechey, midshipman, and a crew of eight seamen and marines.

About ninety miles to the northward of Pitcairn, there is a coral formation, which has been named Oeno Island, after a whale-ship, whose master supposed that it had not before been seen; though the discovery belongs to Mr. Henderson, the



commander of a Calcutta trader. It is so low that it can be discerned at only a very few miles distance, and is highly dangerous to a night navigation.

“Lieutenant Belcher was sent to ascertain the depth of water round this island, with permission to land if unattended with danger; and Mr. Collie (surgeon) accompanied him, Mr. Edward Barlow being midshipman of the boat. Pulling round the island, they came to a place where the sea appeared tolerably smooth, and where in the opinion of the officers a landing might be effected. The boat was accordingly anchored, and Messrs. Belcher and Collie prepared to land, veering her into the surf, and jumping upon the reef. They had half filled two life-preservers, with which they were provided, when Mr. Belcher observed a heavy roller rising outside the boat, and desired the crew to pull and meet it; a second rose still higher, and came with such violence that the sitters in the stern of the boat were thrown into the sea; a third, of still greater force, carried all before it, upset the boat, and rolled her over upon the reef, where she was ultimately broken to pieces. Mr. Belcher had a narrow escape, the boat being thrown upon him, the gunwale resting upon his neck and keeping him down; but the next sea extricated him, and he went to the assistance of his companions; all of whom were fortunately got upon the reef, except one young lad, who probably became entangled with the coral, and was drowned. The accident was immediately perceived from the ship, and all the boats were sent to the assistance of the survivors; but the surf rolled so furiously upon the shore as to occasion much anxiety about rescuing them. At last a small raft was constructed, and Lieutenant John Wainwright, finding no other means of getting a line to them, boldly jumped overboard, with a lead-line in his hand, and suffered himself to be thrown upon the reef. By this contrivance all the people were got off, one by one, though severely bruised and wounded by the coral and spines of the echini.

“Mr. Belcher here had another escape, by being washed off the raft, his trowsers getting entangled in the coral at the bottom of a deep chasm. Fortunately they gave way, and he rose to the surface, and by great effort swam through the breakers. Lieutenant Wainwright was the last that was hauled off. To this young officer the greatest praise is due for his bravery and exertions throughout. But for his resolution, it is very doubtful whether the party would have been relieved from their perilous situation, as the tide was rising, and the surf upon the reef momentarily increasing.”

On the 27th of Dec., Commander Beechey made Crescent Island; and on the 2nd of Jan. 1826, he took formal possession of Gambier's Group, which had been discovered by the ship *Duff*, when passing to the northward, on a mission-

ary voyage, in 1797. The natives of these islands, all of which are situated in a lagoon formed by a reef of coral, soon evinced an insatiable desire to appropriate to themselves the property of others, and three or four of them appear to have been wounded by the Blossom's people, in various scuffles.

"It is to be regretted," says her commander, "that their disposition obstructed the friendly intercourse we were anxious to establish. The task of correcting their evil propensities unfortunately devolved upon us, as the first visitors to the islands; and we could not prolong our stay, or devote the time that was necessary while we did remain, to conciliate their friendship. But though unsuccessful in this respect, it is to be hoped that our visit will prove beneficial to others, by directing them to a port in which ships may be refitted or repaired, and where they may procure a supply of good water, than which nothing is more important to the navigation of these seas; as that indispensable article is not found to exist in a pure state any where between Otaheite and the coast of Chili, a distance of 4000 miles, Pitcairn Island excepted, where the difficulty of getting it off has already been mentioned. It is also presumed, that the position of the islands having been ascertained, the peaks of Mount Duff, which are high, and distinguishable at a great distance, will serve as a guide to the labyrinth of coral islands which the navigator, after passing this group, has to thread on his way to the westward."

The east peak of Mount Duff is situated in lat.  $23^{\circ} 7' 58''$  S., and long.  $134^{\circ} 55' 31''$  W.; the variation  $7^{\circ} 15'$  E.

Commander Beechey next proceeded to Lord Hood's island, and from thence to Clermont Tonnere, off which he had a narrow escape from a water-spout of more than ordinary size.

"It approached amidst heavy rain, thunder, and lightning, and was not seen until very near to the ship. As soon as she was within its influence, a gust of wind obliged him to take in every sail, and the topsails, which could not be furled in time, were in danger of splitting. The wind blew with great violence, momentarily changing its direction, as if it were sweeping round in short spirals; the rain, which fell in torrents, was also precipitated in curves with short intervals of cessation. Amidst this thick shower the water spout was discovered, extending in a tapering form from a dense stratum of cloud to within thirty feet of the water, where it was hid, by the foam of the sea being whirled upwards with a tremendous giration. It changed its direction after it was first seen, and threatened to pass over the ship; but being directed from its course by a heavy

heavy gust of wind, it gradually receded. On the dispersion of this magnificent phenomenon, the column was observed to diminish gradually, and at length to retire to the cloud, from whence it had descended in an undulating form.

“Various causes have been assigned for these formations, which appear to be intimately connected with electricity. On the present occasion a ball of fire was observed to be precipitated into the sea, and one of the boats, which was away from the ship, was so surrounded by lightning, that Lieutenant Belcher thought it advisable to get rid of the anchor, by hanging it some fathoms under water, and to cover the seamen’s muskets. From the accounts of this officer and Mr. William Smyth, admiralty mate, who was likewise at a distance from the ship, the column of the water-spout first descended in a spiral form, until it met the ascending column a short distance from the sea; a second and a third were afterwards formed, which subsequently united into one large column, and this again separated into three small spirals and then dispersed. It is not impossible that the highly rarefied air confined by the woods encircling the lagoon islands may contribute to the formation of these phenomena.”

After quitting Clermont Tonnerre, the Blossom successively made Serle, Whitsunday, Queen Charlotte’s, Lagoon, Thrum-Cap, and Egmont Islands.

“Whitsunday Island, “discovered by Captain Wallis, in 1767, is only a mile and a half in length, and situated forty miles to the westward of the place assigned to it.” Queen Charlotte’s Island afforded him a plentiful supply of cocoa-nuts, “but at present not a tree of that description is to be seen.”

Commander Beechey subsequently discovered five islands, to which he gave the names of Barrow, Cockburn, Byam Martin, Croker, and Melville. He also searched for and found Carysfort Island, which appears to have been correctly described by Captain Edwards. Of thirty-two islands which the Blossom visited in succession, only twelve, including Pitcairn’s, are inhabited, and the amount of the population, altogether, does not exceed 3100 souls. Respecting the manner in which they probably received their aborigines, a question which has perplexed philosophers, and given rise to many ingenious theories, her commander says:—

“The intimate connexion between the language, worship, manners, customs, and traditions of the people who dwell upon them, and those of the Malays and other inhabitants of the great islands to the westward,



leaves no doubt of frequent emigrations from thence, and we naturally look to those countries as the source from which they have sprung. The difficulty, however, instantly presents itself of proceeding so vast a distance in opposition to the prevailing wind and current, without vessels better equipped than those which are in the possession of those people. This objection is so powerful in the minds of some authors, that they have had recourse to the circuitous route through Tartary, across Behring's Strait, and over the American continent, to bring them to a situation whence they might be drifted by the ordinary course of the winds to the lands in question. But had this been the case, a more intimate resemblance would surely be found to exist between the American Indians and the natives of Polynesia. The accident which threw in our way Tuwarri and his companions," (a party found on Byam Martin's Island) "who were driven 600 miles in a direction contrary to the trade-wind, in spite of their utmost exertions, has fortunately enabled us to remove the objections which have been urged against the general opinion. Though this is the only instance that has come to our knowledge, there is no reason why many other canoes may not have shared a similar fate; and some few of many thousands, perhaps, may have drifted to the remotest islands of the archipelago, and thus peopled them.

"The subject of the formation of these islands is one of great interest, and will require a numerous and careful collection of facts before any entirely satisfactory conclusion can be arrived at. I regret that my time did not permit me to inquire more particularly into this curious matter; but having to survey about fifty islands, some of which were of great extent, in the space of about four months, I could not accomplish more than was absolutely necessary for the purposes of a safe navigation of the Archipelago."

We cannot follow our talented author into the very interesting details which he presents us, of the character and manners of the Otaheitans, among whom he remained, passing his time very agreeably, from March 18th until April 26th, 1826. In the beginning of the following month, his officers and ship's company generally were afflicted with dysentery, and he had the misfortune to lose Mr. John Crawley, a young gentlemen of very good abilities, who died much regretted by all on board. On the 6th, the captain's steward sunk under the same complaint; and next day, great apprehensions were entertained for Mr. George T. Lay, the naturalist. On the 19th, the Blossom anchored outside the reefs of Honoruru, the principal port of the Sandwich Islands; on the 31st, she sailed from thence for Oncehow,

the westernmost of the same group; and on the 28th of June, we find her entering the harbour of Petropaulski, in Kamschatka, *after having traversed nearly 700 miles in so thick a fog that it was scarcely possible to see fifty yards from the vessel.*

Commander Beechey's object was now to make the best of his way to Chamisso Island, in Kotzebue Sound, as there were but three weeks left before the appointed time of rendezvous there; and accordingly every effort was directed towards that end.

“With the summer characteristics of this latitude—*fine weather and a thick fog*—we advanced,” says he, “to the northward, attended by a great many birds, nearly all the same kind as those which inhabit the Greenland Sea. In lat. 60° 47' N. we noticed a change in the colour of the water, and on sounding found 54 fathoms. From that time until we took our departure from this sea, the bottom was always within reach of our common lines. The water shoaled so gradually, that on the 16th, after having run 150 miles, we had 31 fathoms. Here the ground changed from mud to sand, and apprized us of our approach to St. Lawrence Island, which on the following morning, was so close to us that we could hear the surf upon the rocks. The fog was at the same time so thick that we could not see the shore; and it was not until some time afterwards, when we had neared the land by means of a long ground swell, for it was then quite calm, that we discovered the tops of the hills. On the 19th we saw King's Island, which, though small, is high and rugged, and has low land at its base, with apparently breakers off the south extreme. We had now advanced sufficiently far to the northward, to carry on our operations at midnight; an advantage in the navigation of an unfrequented sea which often precludes the necessity of lying to.

“It was on one of those beautiful still nights, well known to all who have visited the arctic regions, when the sky is without a cloud, and when the midnight sun, scarcely his own diameter below the horizon, tinges with a bright hue all the northern circle—when the ship, propelled by an increasing breeze, glides rapidly along a smooth sea, startling from her path flocks of lummies and dovekeys, and other aquatic birds, whose flight may, from the stillness of the night, be traced by the ear to a considerable distance—that we approached the strait which separates the two great continents, not a little anxious that the fog, the almost certain

successor to a fine day in high latitudes, should hold off until we had satisfactorily decided a geographical question of some importance, as connected with our immortal countryman, Captain Cook.

“That excellent navigator, in his discoveries of these seas, placed three islands in the middle of the strait: Kotzebue, however, in passing them, fancied he saw a fourth, and conjectured that it must have been either overlooked by Cook and Clerke, or that it had been since raised by an earthquake. The hope of being the first to determine the question, added to a patriotic feeling for the honor of our countrymen, increased in an especial degree our anxiety to advance. The land on the south side of St. Lawrence Bay first made its appearance, and next the lofty mountains at the back of Cape Prince of Wales; then hill after hill rose alternately on either bow, curiously refracted, and assuming all the various forms which that phenomenon of the atmosphere is known to occasion. At last, at the distance of fifty miles, the Diomed Islands, and the eastern Cape of Asia, rose above our mast-head. But, as if to teach us the necessity of patience in the sea we were about to navigate, before we had satisfied our doubts, a thick fog enveloped every thing in obscurity. We continued to run on, assisted by a strong northerly current, until seven o’clock the next morning, when the western Diomed was seen through the fog close to us. I steered for the situation of the supposed additional island, until by our reckoning we ought to have been upon it, and then hauled over towards the American shore. In the evening the fog cleared away, and our curiosity was at last satisfied. The extremities of the two great continents were distinctly seen, and the islands in the strait clearly ascertained to be only three in number, and occupying nearly the same situations in which they were placed in the chart of Captain Cook. \* \* \* East Cape, in almost every direction, is so like an island, that I have no doubt it was the occasion of the mistake which the Russian navigator has committed.

“We entered Kotzebue Sound early in the morning of the 22d of July, and plied against a contrary wind, guided by the soundings; the appearance of the land being so distorted by mirage, and in parts so obscured by low fog, that it was impossible to distinguish where we were. When it cleared off we were much surprised to find ourselves opposite a deep inlet in the northern shore, which had escaped the observation of Captain Kotzebue. I named it *Hotham Inlet*, in compliment to the Hon. Sir Henry Hotham, K. C. B. We stood in to explore it, but found the water too shallow, and were obliged to anchor in four fathoms, to avoid being carried away by a strong tide, which was setting out of the sound, the wind being light and contrary. As it would be necessary to remain three or four days at Chamisso Island to increase our stock of water, previous to



proceeding to the northward, the barge was hoisted out and sent to examine the inlet, under the command of Mr. Elson. The time to which it was necessary to limit him prevented his doing more than ascertaining that this opening was navigable only by small boats; and, from the water being fresh at some distance up, that it could not lead to any sea beyond."

On the 9th of August, Commander Beechey landed on a small cape, situated in the depth of a great bay, between Cape Lisburn and Icy Cape, to which he has given the name of Beaufort, in compliment to the present Admiralty hydrographer. On the 13th, the Blossom was in lat.  $71^{\circ} 8' N.$ , long.  $163^{\circ} 40' W.$ , and close to a pack of ice extending from  $N. 79^{\circ} E.$  to  $S. 29^{\circ} W.$  (true). The weather being still foggy, she now stood off-and-on until the morning of the 15th, when land was discovered bearing  $N. 86^{\circ} E.$ , and extending in a  $N. E.$  direction as far as it could be seen. Within three miles of the ship was "an opening into a spacious lake, which appeared to be the estuary of a considerable river;" and to the northward of this opening the coast presented an extensive range of mud cliffs, in which the Esquimaux had already constructed their winter habitations. The nearest conspicuous point of the coast to the most distant land seen from the ship, was named after Captain Franklin. At this place in particular, where the natives appeared to be so numerous that they could have overpowered his party in a minute, it was gratifying to find them extremely well-disposed.

"After they were gone," says Commander Beechey, "we stood to the north-westward, in the hope that the wind, which had been a long time in the north-eastern quarter, would remain steady until we ascertained the point of conjunction of the ice and the land. Unfortunately, while we were doing this, the wind fell light, and gradually drew round to the north-westward; and apprehending it might get so far in that direction as to embay the ship between the land and the ice, it became my duty to consider the propriety of awaiting the result of such a change; knowing the necessity of keeping the ship in open water, and at all times, as far as could be done, free from risk, in order to insure her return to the rendezvous in Kotzebue Sound.

"There was at this time no ice in sight except a berg that was aground inshore; and though a blink round the northern horizon indicated ice in that direction, yet the prospect was so flattering that a general regret was

entertained that an attempt to effect the north-eastern passage did not form the object of the expedition.

“ We all felt the greatest desire to advance ; but considering what would be the consequences of any accident befalling the ship, which might either oblige her to quit these seas at once, or prevent her returning to them a second year, it was evident that her being kept in open water was paramount to every other consideration ; particularly as she had been furnished with a decked launch, well adapted by her size to prosecute a service of this nature. It was one of those critical situations in which an officer is sometimes unavoidably placed ; and had further discovery depended upon the Blossom alone, it is probable I should have proceeded at all hazards. My orders, however, being positive to avoid the chance of being beset in the ship, I considered only how I could most beneficially employ both vessels, and, at the same time, comply with the spirit of my instructions. Thus circumstanced, I determined to despatch the barge along the coast, both with a view of rendering Captain Franklin’s party the earliest possible assistance, and of ascertaining how far it was possible for a boat to go. Not a moment was to be lost in putting this project in execution, as the middle of August had arrived, and we could not calculate on a continuance of the fine weather with which we had hitherto been favored. We accordingly returned towards Icy Cape, in order to join the barge, which was surveying in that direction.

“ My intentions were no sooner made known, than I had urgent applications for the command of the barge from the superior officers of the ship, who, with the ardour natural to their profession when any enterprise is in view, came forward in the readiest manner, and volunteered their services ; but Mr. Elson had hitherto acquitted himself so much to my satisfaction, that I could not in justice remove him ; more especially at a moment when the service to be performed was inseparable from risk. Mr. Smyth, the senior mate of the ship, was placed with Mr. Elson, who had besides under his command a crew of six seamen and two marines.

“ Since our separation, the barge had kept close along the beach, and ascertained the continuity of the land from the spot where the ship quitted the coast to Icy Cape, thereby removing all doubts on that head, and proving that Captain Franklin would not find a passage south of the cape to which I had given his name. On the 17th, at midnight, I made Mr. Elson’s signal to part company, and he commenced his interesting expedition with the good wishes of all on board.”

From the time of his passing Behring’s Strait up to the 23d of August, Commander Beechey enjoyed an almost uninterrupted series of favorable weather ; during which a survey was made of the whole of the coast from Cape Prince

of Wales, as far to the northward as he deemed it prudent to go. Now, however, there appeared to be a break up, and a commencement of westerly winds, which, together with several hours of darkness, rendered it necessary to keep the ship at a distance from the land. In doing this, the chances were equal that Captain Franklin, in the event of his success, would pass her: he therefore determined to repair to the rendezvous in Kotzebue Sound, and, as nothing further could be done at sea, to await there the arrival of his boat and of the land expedition. We should before have observed, that, on his arrival at Petropaulski, Commander Beechey had received despatches from England, announcing the failure of Captain Parry, and desiring him to cancel that part of his instructions which related to the Hecla and Fury.

After an absence of twenty-three days, Mr. Elson returned to Chamisso Island, and reported, that he had discovered a large extent of coast beyond Point Franklin, and had proceeded to the latitude of  $71^{\circ} 23' 31''$  N., and long.  $156^{\circ} 21' 30''$  W., where it formed a low narrow neck, beyond which it was impossible to penetrate to the eastward, in consequence of the ice being attached to the land, and extending along the horizon to the northward. The farthest tongue of land which he reached is conspicuous, as being the most northerly point yet discovered on the continent of America. It lies 126 miles to the north-east of Icy Cape, the farthest point reached by Cook; and is only 146 miles from the extreme of Franklin's discoveries, in his progress westward from the Mackenzie River.

Commander Beechey now proceeded to examine narrowly the shores of Kotzebue Sound, and the head of Escholtz Bay, where he discovered a large river coming from the southward, to which he gave the name of Buckland, in compliment to the professor of geology at Oxford. In the mean time, Mr. Alexander Collie, surgeon, examined the cliffs in which a singular ice formation had been seen by Kotzebue, and found several bones and grinders of elephants and other animals in a fossil state. On the 25th of September, the wind changed from north to south, and had such an effect upon the tide



that it ebbed twenty hours without intermission. Previous to this, the aurora borealis had been twice seen; and Commander Beechey noticed a parhelion so bright that it was difficult to distinguish it from the sun. On the 8th of October, the Blossom lost another man by disease; and on the 14th, she was obliged to shape a course for Behring's Strait, the edges of the sound having already begun to freeze; besides which, other symptoms of approaching winter were too apparent to be disregarded. She subsequently visited the coast of California, and proceeded from thence across the Pacific, to the Sandwich Islands and Macao; searching, unsuccessfully, on her way to Honoruru, for all the islands that were marked near her route, rounding-to every night when near the position of any one, in order that it might not be passed unobserved; and making sail on a parallel of latitude during the day. On the 30th of April, 1827, we find her sailing from Macao, to explore the sea to the eastward of Loo-Choo.

After visiting this island, of which he has given a long and very interesting description, Captain Beechey re-discovered and surveyed the Ylas del Arzobispo; an extensive group, which had long been expunged from the charts. On the 2d of July, he again made the snowy mountains of Kam-schatka; and, by the 18th, had completed a survey of the capacious bay of Awatska, and the harbours of Tareinski, Rakovya, and Petropaulski. On the 26th, he approached within a short distance of the Asiatic coast, in lat.  $61^{\circ} 58' N.$ ; and on the 21st of the following month, he was once more close to compact ice, pressing upon the American shore, in the parallel of  $70^{\circ} 47'$ . Ten days afterwards, the Blossom sailed through an opening previously discovered by Mr. Elson, to the south-eastward of Cape Prince of Wales, and entered a spacious haven, capable of holding many ships of the line; connected with which, by a deep but narrow channel, was found an inner harbour ten miles long by two and a quarter wide.

These two ports, situated so near Behring's Strait, may at some future time be of great importance to navigation, as they will be found particularly useful by vessels which may

not wish to pass Cape Prince of Wales in bad weather. To the outer harbour, which for convenience and security surpasses any other near this celebrated promontory, Captain Beechey gave the name of Port Clarence, in honor of our present most gracious monarch, then Lord High Admiral, and by whom he had recently been promoted. The inner haven, which is well adapted to the purposes of repair, and sufficiently deep to receive a frigate, he named Grantley Harbour, in compliment to his brother-in-law, the present Lord Grantley.

On her return from Port Clarence to Chamisso Island, the Blossom experienced very bad weather, lost one of her best seamen overboard, and narrowly escaped being wrecked upon a sand near Hotham Inlet. In the mean time, her decked boat, then under the command of Lieutenant Belcher, had proceeded along the coast to the north-eastward of Icy Cape, until stopped by the ice in 70° 41', when she returned to Kotzebue Sound, and there foundered, with three of her crew, in a gale which suddenly arose while that officer and Mr. James Wolfe, admiralty-mate, were employed in erecting an observatory upon a peninsula near the anchorage. On the 29th of September, a party of Esquimaux, from Escholtz Bay, made an attack upon some men employed in watering at Chamisso Island, and wounded with their arrows two sailors and four marines. Speaking of this occurrence Captain Beechey says :

“Until this time, they were ignorant of the effect of fire-arms, and no doubt placed much confidence in the thickness of their clothing; but seeing that furs availed nothing against a ball, they fled with precipitation to the hills. \* \* \* We were sorry to find our musketry had inflicted so severe a chastisement; but it was unavoidable, and richly deserved. It was some consolation to reflect, that it had fallen upon a party from whom we had received repeated insult, and that it was not until after they had threatened our boat in Escholtz Bay, insulted us alongside of the ship, defied our party on shore, had twice drawn their knives upon our people, and had wounded several of them, that they were made acquainted with the nature of our arms; and I am convinced the example will have a good effect, by teaching them that it was forbearance alone that induced us to tolerate their conduct so long.”

On the 4th of October, the earth was deeply covered with

snow, and the lakes in the neighbourhood of Chamisso Island were all frozen. Next day, at noon, the thermometer was as low as 24°.

“ We had received no intelligence of Captain Franklin’s party, nor was it very probable that it would now appear ; and we could only hope, as the time had arrived when it would be imperative on us to withdraw from him the only relief he could experience in these seas, that he had met with insurmountable obstacles to his advance, and had retraced his route up the Mackenzie River. Anxious, however, to remain to the last, I again solicited the opinions of the officers as to the state of the season ; and finding them unanimous in believing that the ship could not remain longer in Kotzebue Sound with safety, I determined to quit the anchorage the moment the wind would permit.”

It will be seen on reference to p. 67, that Captain Franklin was then safe in England. On the following day, the Blossom worked out of Kotzebue Sound ; and on the 14th, took her final departure from the Kamischatkan seas :—the Aleutian Islands were then covered about two-thirds of the way down with snow, and indicated an earlier winter than they had done the year before. She afterwards re-visited Monterey and St. Francisco, in California ; examined the Tres Marias and Isabella Islands ; surveyed the coast of Mexico from Mazatlan to several miles south of San Blas ; determined the position of Cape Corrientes, a remarkable promontory 12,003 feet in height ; touched at Acapulco ; and proceeded from thence to Valparaiso, where she arrived on the 29th of April 1828.

Here Captain Beechey found orders to convey to Europe the remittances of specie from the different ports in the Pacific ; the last of which money, amounting in the whole to upwards of 1,500,000 dollars, was embarked at Coquimbo on the 3d of June. In September following, he arrived at Spithead, after a passage of forty-nine days from Rio Janeiro, bringing home with him the Right Hon. Robert Gordon, late H. M. ambassador to the court of Brazil, and several other passengers. The Blossom was paid off, at Woolwich, on the 12th of the ensuing month.

Captain Beechey married, in Dec. 1828, Charlotte, youngest daughter of Lieutenant-Colonel John Stapleton, of Thorpe Lee, and sister to the lady of the Bishop of Oxford.

*Agents*,—Messrs. Evans and Eyton.



# NAVAL OPERATIONS

IN

AVA,

DURING THE

BURMESE WAR.

---

---

## CHAPTER I.

AT the commencement of the year 1824, numerous and unprovoked aggressions committed by the Burmese upon the S. E. frontier of the possessions of the Honorable East India Company, having induced the Right Honorable the Governor-General in Council to decide upon attacking them in their own country, a division of troops was ordered to be embarked at Calcutta, under the command of Brigadier Michael M'Creagh, C. B., and another division at Madras, under Brigadier-General William Macbean: the command of those forces united was entrusted to Sir Archibald Campbell, K. C. B.

On the 12th March, 1824, George Swinton, Esq. Secretary to the Supreme Government, in the Secret and Political Department, addressed a letter to Commodore Charles Grant, C. B., commanding His Majesty's squadron in India, of which the following is an extract:—

“I am directed by the Right Honorable the Governor-General in Council to acknowledge the receipt of your despatch of the 25th ultimo, and to convey to you the cordial acknowledgments of the Government, for the prompt and valuable aid, which it is your intention to afford his Lordship in Council, in the prosecution of offensive operations against the Burman nation.

“ In the event of your being able, without injury to the service in which you are now engaged, to proceed to Rangoon \* in the months of May or June, either touching at Madras, for the purpose of accompanying the second division of troops from that presidency, or repairing at once to the scene of action, his Lordship in Council would anticipate the most essential benefit to the expedition, from the presence of his Majesty’s ship, and your personal superintendence of the measures which it may be found expedient to undertake against Rangoon, and the other maritime possessions of the enemy.”

Commodore Grant was then at Bombay, in the *Liffey 50*, busily employed in superintending the equipment of the *Asia*, a new 84-gun ship, which he was anxious to despatch to England. He had previously directed Captain Frederick Marryat, of the *Larne* sloop, to proceed to the river Hooghly; to take the *Sophie* brig, Captain George Frederick Ryves, under his orders; and to follow the directions of the Supreme Government as to the best means of employing the *Larne* and her consort.

On the 2d April, Mr. Swinton acquainted Captains Marryat and Ryves, that the expedition under the command of Sir Archibald Campbell, being about to proceed against Rangoon, after touching at Port Cornwallis, in the Great Andaman island, he had been directed to intimate to them the request of the Governor-General in Council, that the senior officer of the sloops of war, detached by Commodore Grant to accompany the armament, should assume the naval command of it, subject to the direction of the Brigadier-General commanding the forces. “ Sir Archibald Campbell,” added the secretary, “ will apprise you in detail of the objects of the expedition, *in which the services of the naval force will be of the most essential use; and his Lordship in Council relies with confidence on your affording that cordial and zealous co-operation, which ever distinguishes His Majesty’s navy, when employed with land forces in the service of their country.*”

At the particular request of Captain Marryat, the Governor-

---

\* The principal sea-port in the dominions of the King of Ava.

General in Council directed a small steam-vessel, the first ever seen in India, to be purchased, and added to the expedition \*. Sir Archibald Campbell left Calcutta on the 8th April, embarked with his staff on board the *Larne*, and proceeded in that ship to Port Cornwallis. The Bengal transports sailed thither without any escort, but those from Madras were convoyed to that place by the *Sophie*. The celerity with which the Governor-General in Council determined and acted upon his plan of operations precluded the possibility of Commodore Grant proceeding from Bombay to Calcutta, in time to superintend the naval preparations, even had he not been engaged in other important duties.

Owing to calms and very light winds, the Bengal division did not reach the place of rendezvous before the end of April, and the Madras division not until the 2d of May; at which period several ships from both presidencies were still absent. Sir Archibald Campbell had, however, determined to sail with the force then assembled at Port Cornwallis, and would have done so on that day, had he not been prevented by a general report of the scarcity of fresh water on board the Madras transports, some of them not having enough for more than four days' consumption. "This difficulty," says he, "was very speedily removed by Captain Marryat, whose indefatigable exertions in collecting and appropriating the scanty supply which the land springs afforded, and distributing a proportion from such vessels as were well supplied to those most in need, enabled him, on the following day, to report the fleet ready to put to sea. As we were accordingly getting under weigh, H. M. S. *Liffey* appeared in the offing, and likewise several of the absent transports. Judging that some of them might also be in want of water, and being desirous of making the necessary arrangements with Commodore

---

\* No where can steam-vessels be employed more advantageously than on the Irrawaddy; but they should never draw more than five feet water, when deep, and their bottoms ought to be flat and very strong, as they must often be unavoidably run with force upon sands which shift every monsoon.



Grant, relative to our future operations, I determined upon remaining in harbour one day longer. On the following morning (May 5th), we finally put to sea, detaching a part of my force, under Brigadier M'Creagh \*, against the island of Cheduba, and sending another detachment, under Major Wahab, of the Madras establishment, against Negrais, proceeding myself with the main body for the Rangoon river, which we reached on the 10th, and anchored within the bar."

The naval force attached to this expedition consisted of the Liffey 50, Commodore Grant; Slaney 20, Captain Charles Mitchell; Larne 20, Captain Frederick Marryat; and Sophie 18, Captain George Frederick Ryves; four of the Honorable Company's cruisers, under the command of Captain Henry Hardy; a Penang government vessel; eighteen brigs, schooners, and other small craft (formerly pleasure yachts on the Ganges), each armed with two light carronades and four swivels, and manned with twelve Lascars, under the command of a European; twenty row-boats, lugger-rigged (formerly Calcutta pilot-boats), each carrying an 18-pounder in the bow, and manned with from 16 to 20 Lascars; the Diana, steam-vessel; and about forty sail of transports, only one or two of which had English crews. The Hon. Company's cruisers were manned with British sailors, Hindoos, and Mahometans; and all the row-boats were under the command of Mr. William Lindquist, of the Bengal pilot service. The total number of fighting men embarked at Calcutta and Madras, in April, 1824, was 8701, of whom 4077 were British troops.

On the morning of the 11th May, the fleet, led by the Liffey and Larne, sailed up the Rangoon river, without any pilots on board, and in the course of a few hours arrived off the town, meeting with no greater opposition than some insignificant discharges of artillery from one or two of the guard-houses on either bank.

"Henzawaddy, or the province of Rangoon, is a delta

---

\* In the Hon. Company's timber-ship Ernaad, Captain David Jones, escorted by the Slaney sloop of war.

formed by the mouths of the Irrawaddy, and, with the exception of some considerable plains of rice-ground, is covered by a thick and tenacious jungle, intersected by numerous creeks and rivers.\* The town of Rangoon is situated on the northern bank of a main branch of that great river, where it makes a short bend from east to west, about 28 miles from the sea. It extends for about 900 yards along the river, and is about 600 or 700 yards wide in its broadest part : at either extremity extend unprotected suburbs, but the centre, or town itself, is defended by an enclosure of palisades, ten or twelve feet high, strengthened internally by embankments of earth, and protected externally on one side by the river, and at the western end by a morass, over which there is a bridge. The palisade encloses the town in the shape of an irregular parallelogram, having one gate in each of three faces, and two in that of the north : at the river gate is a landing place, denominated the King's Wharf, in which situation the principal battery, of apparently from 12 to 16 guns, was placed, and opposite to which the Liffey anchored about 2 P. M.

This battery was manned and ready to open its fire. "Still," says Sir Archibald Campbell, "from motives of humanity, the Commodore and myself were unwilling to commence so unequal a contest, thinking the immense superiority on our side, within full view of the shore, would have induced the authorities in the town to make an offer of negotiating : their presumption and folly, however, led them to pursue a different course ; a feeble, ill-supported, and worse directed fire was opened upon us, which the first few guns from the Liffey effectually silenced, and cleared the battery. I had previously ordered the plan of attack, and now gave directions for two brigades to be in readiness in their boats for landing. His Majesty's 38th regiment, commanded by Major [Thomas] Evans, above the town ; Major [Robert Henry] Sale, with H. M. 13th light infantry, at the centre, to make a lodgment in the main battery, should he be

---

\* Snodgrass, 2d edit. p. 20.

unable to force the gate of the stockade ; and a brigade of the Madras division below the town, under the direction of Brigadier-General Macbean : the 38th and this brigade being ordered to push round by the rear and enter the town, should they find an opportunity of so doing.

“ These measures in progress, the Burmese again returned to their battery, and commenced firing, which was again silenced by a broadside from the Liffey ; and the signal being made for the troops to land in the order already stated, which they did in the most regular and soldier-like style, in less than 20 minutes, I had the satisfaction of seeing the British flag flying in the town \*, *without the troops having had occasion to discharge a single musket*, and without my having occasion to regret the loss of one individual, killed or wounded, on our side.

“ The news of our arrival in the river having reached Rangoon the preceding night, and our rapid progress up in the morning being marked by an occasional shot in answer to the fire from the chokies, together with the preparations of the Burman authorities for defence, threw the inhabitants into such a state of consternation as to cause a general flight in every direction towards the jungles ; so much so, that out of a large population, I do not think 100 men were found in the town on our taking possession of it. \* \* \* \* \*

“ The captured ordnance far exceeds in number any thing we supposed the country to possess, although, generally speaking, of a bad description †. \* \* \* \*

“ It would be presumption in me to speak in terms of praise of an officer so well known as Commodore Grant ; but it is my duty to inform you, that *the cordial co-operation I have received, and continue to receive from him, calls for my warmest acknowledgment.*”

After having thus placed Sir Archibald Campbell and his army in possession of Rangoon, Commodore Grant sent a detachment of boats up the river to seek for and destroy fire-

\* It was hoisted, we believe, by Lieutenant Samuel Thornton, of the Liffey.

† Total, mounted and dismounted, 70 long guns, 18 carronades, 3 swivels, and 9 jingals ; 1257 round shot, and 2400 pounds of gunpowder. N. B. The jingal is a long matchlock, which moves on a pivot, and carries about a  $\frac{1}{2}$ -pound ball. The Burmese generally load it up to the muzzle with pieces of lead, iron, &c. Being put through the wall of a stockade, or directly along a road, it is fired at troops advancing, and frequently does great execution.



rafts, and with orders to remain in advance of the shipping during the ebb tide. On the three succeeding days, the boats, with some soldiers of H. M. 41st regiment, were again despatched on the same service; and in executing the duty assigned to them, they had five men wounded by the fire of musketry from villages and fortified breast-works. In the mean time the troops at Rangoon were put under cover; one brigade in the town, and the others in the vicinity of the Shwe-da-gon pagoda (about two miles and a half distant), which is the largest and most ancient in the Burman empire.

Although so little resistance had been offered by the Burmese at Rangoon, the following general order was issued by the Supreme Government, June 2d, 1824 :

“ A royal salute and three vollies of musketry to be fired at all the stations of the land forces serving in the East Indies, in honor of the capture of Rangoon, by the combined naval and military forces under the command of his Excellency Commodore Grant, C. B. and Brigadier-General Sir Archibald Campbell, K. C. B.”

The first hand-to-hand conflict with the enemy took place on the 16th May, and is thus described by Captain Richard Birch, of H. M. 38th regiment, in a letter of that date, addressed to Sir Archibald Campbell :

“ I have the honor to inform you, that in obedience to your orders, I this morning embarked with the grenadier company of H. M. 38th regiment, under my command, on board the boats of H. M. S. Liffey, commanded by Lieutenant James Wilkinson, R. N. for the purpose of dislodging the enemy from the village of Kemmendine \* and the adjacent villages.

“ Agreeable to my instructions, I landed the troops at a small village about a mile from Kemmendine, where I observed a party of the enemy had stockaded themselves, and immediately attacked their position, which I carried, after exchanging a few rounds and killing 10 or 12 of the enemy. I then endeavoured to penetrate the jungle towards the village of Kemmendine, for the purpose of assailing it by the rear, while the boats attacked it in front; but I regret to say, that I found the jungles so impervious, as to prevent me from executing this part of my instructions. I therefore re-embarked my detachment, and proceeded in the boats.

“ On approaching a point higher up, intending to land, we found ourselves suddenly exposed to a heavy fire from a stockade, till then unob-

---

\* A war-boat station, three miles above Rangoon.

served ; and as any attempt to retire would have given encouragement to the enemy, Lieutenant Wilkinson and myself resolved upon immediately landing and storming the stockade.

“ We had many unforeseen difficulties to overcome, the enemy having placed bamboos and spikes so as to make landing both difficult and dangerous. Nothing, however, could withstand the gallantry and determination of both soldiers and sailors, who shortly established themselves within the stockade, defended by about 400 men, who were quickly driven out at the point of the bayonet, leaving 60 dead.

“ The enemy were well armed, a great proportion having muskets, and a small field-piece was taken in the stockade. I must do them the justice to say that they fought with very great spirit, many of them receiving our charge with their spears.

“ I again re-embarked my party, and proceeded to the opposite side of the river, where we drove the enemy from a third stockade, which we destroyed in the same manner as we had done the two former.

“ In concluding, I regret to state, that Lieutenant Thomas Kerr, of H. M. 38th regiment, and one private were killed, and nine privates wounded, in taking the second stockade ; and I have further to regret, that Lieutenant Wilkinson, R. N. was severely wounded (by a musket-ball) through the thigh, with eight or nine of his crew, one of whom has since had his arm amputated. I have much satisfaction in reporting the conduct of the officers and men under my command to have been steady and soldier-like. *I hope I may be allowed to express the highest admiration of the cool and intrepid conduct of Lieutenant Wilkinson, R. N., who, although severely wounded, continued to render me the greatest assistance in giving directions from his boat ; also of the officers and men under his command.*”

Not a syllable of this conflict is mentioned by Major Snodgrass, in his “ Narrative of the Burmese War.”

On the 31st May, Captain Marryat succeeded to the chief command of the naval force at Rangoon, on the departure of Commodore Grant, in ill health, for Pulo-Penang, where that excellent officer died on the 25th July following. The Supreme Government had previously requested that Captain Marryat might be allowed to command the expedition up the Irrawaddy, and this was most readily assented to by the commodore.

Some heavy rains had fallen previous to the departure of the Liffey ; and it very soon appeared, there was little chance of the army quitting Rangoon and its neighbourhood before the end of the S. W. monsoon, as the disappearance of the inhabitants rendered it impossible to provide and equip a

flotilla necessary to proceed up the Irrawaddy, or even to man it with rowers if one had been equipped. The same circumstance, and the desolate state of the country, from which nothing in the shape of supplies was to be procured, rendered it equally certain, that both for the temporary occupation of Rangoon, and the eventual march into the interior, the force was entirely dependent upon the presidencies of Bengal and Madras, for every description of conveyance and food: a state of things which was little to have been expected, from the known commerce and supposed resources of Rangoon, and for which, accordingly, no previous preparation had been made. "Every act of the enemy," says Sir Archibald Campbell, in a despatch dated June 1, 1824, "evinces a most marked determination of carrying hostility to the very last extremity; approaching our posts day and night, under cover of an impervious and uncombustible jungle, constructing stockades and redoubts on every road and pathway, even within musket-shot of our sentries; and, from their hidden fastnesses, carrying on a most barbarous and harassing warfare; firing upon our sentries at all hours of the night, and lurking on the outskirts of the jungle, for the purpose of carrying off any unlucky wretch whom chance may throw in their way\*."

On the 2d June, Sir Archibald Campbell received information, that the enemy had assembled in great force, and were stockading themselves at Kemmendine, intending to attack the British lines. He therefore ordered two strong columns of reconnoissance from the Madras division, to move, on the morning of the 3d June, upon two roads leading from the Shwe-da-gon pagoda to the above village, and proceeded him-

---

\* At Rangoon, the S. W. monsoon sets in about the 5th May, with rain and squalls for four or five days. Fine weather succeeds for a fortnight, when heavy rains commence, and last with few short intervals till July. In August, the weather improves considerably: the N. E. monsoon begins towards the end of September, with occasional squalls and rain. From the end of October till the beginning of May, the weather is delightfully cool and settled, but the heavy fogs which prevail the greater part of that time are very pernicious, exciting agues and fevers.



self in the H. C. cruiser Mercury, Captain Richard E. Goodridge, with three companies of the 41st regiment, the Thetis cruiser, and several row-boats, under the command of Captain Ryves, for the purpose of observing the Burman force, and making a diversion in favour of any attack which might take place by land.

At 7 A. M., the cruisers and flotilla anchored and commenced firing on a large stockade, while the soldiers of the 41st regiment landed and burnt the enemy's encampment, destroying also one war-boat, and capturing another, without the least annoyance.

In the course of the morning, the two columns coming down from the Shwe-da-gon pagoda met close to the principal stockade, a work of unusual strength and extent; but as they moved through a thicket, within gun-shot of their friends afloat, they were mistaken for a body of Burmese, and received a heavy cannonade, which occasioned some loss, and disconcerted the troops, so that they could not afterwards be led to the attack. The following is an extract of the report made by Captain Ryves to Captain Marryat :

“ The pinnaces of H. M. sloops Larne and Sophie, when proceeding in advance, carried a small stockade, from which was brought an 18-pounder carronade; they were afterwards engaged under a most harassing fire of carronades and musketry from another stockade, and I am sorry to say, suffered severely, though infinitely less than could have been expected on such service\*.

“ The commander of the Honorable Company's cruiser Thetis being severely wounded when I was on board, I took command of her; but Sir A. Campbell having embarked on board the Mercury, all orders to the cruisers and flotilla proceeded from him †.

“ When every man did his duty, it is difficult to bring into notice the conduct of individuals; yet I cannot avoid particularizing the prominent and gallant conduct of Mr. George Goldfinch, and I much regret the severe wound he has received, as it will deprive me for a time of his valuable ser-

---

\* Fifteen killed and wounded.

† We have not been able to ascertain the name of the commander of the Thetis, who it appears was mortally wounded.

vices : he has, since our arrival here, always been employed in the command of the boats belonging to H. M. sloop *Sophie*, and has always met my warmest approbation ; indeed I cannot speak too highly of this meritorious officer ; he has passed his examination for a lieutenant nine years and three months ; I hope, therefore, you will take the conduct of this deserving officer into your consideration, and recommend him to the favourable notice of Commodore Grant ; and I trust it may be the means of procuring for him that promotion he so richly deserves\*.

“ I have every reason to be much satisfied with the co-operation of Lieutenant Thomas Fraser, who commanded the *Larne's* pinnace, and whose exemplary zeal and gallantry were both conspicuous.

“ The zealous conduct of Mr. Charles Scott, who has passed his examination for a lieutenant four years, reflected on him great credit †.

“ At about 3 P. M., the enemy being in great force, the troops were re-embarked ; the cruisers and flotilla then weighed, and returned to their former anchorage.”

Previous to this failure, between fifty and sixty large cargo-boats had fallen into the hands of the British ; and Sir Archibald Campbell, anxious to prepare water-transport for part of his army, had ordered them to be cut down and made more manageable : they were calculated, on an average, to carry a complement of 60 men each. In a despatch to the Supreme Government, dated June 4th, he reported the arrival of a reinforcement from Madras, consisting of part of H. M. 89th regiment and two battalions of native infantry, under the command of Lieutenant-Colonel Edward Miles, C. B.

The numerous fire-rafts which the enemy sent down from Kemmendine, had hitherto occasioned to the shipping at Rangoon the most imminent danger of destruction, and kept the naval force in a constant and harassing state of exertion. The incessant annoyance experienced from these attacks rendered it indispensably necessary that the stockades which commanded that part of the river should be occupied by the British forces ; and they were accordingly again attacked, and at length carried, on the 10th June. The military force em-

---

\* Mr. Goldfinch was then acting master of the *Sophie*.

† Mr. Charles Kittoe Scott, mate of the *Sophie*, and Mr. Robert Ather-ton, acting purser of the *Larne*, were both slightly wounded.

ployed on this occasion, consisted of about 3000 men, with four 18-pounders, four mortars, and some field-pieces, commanded by Sir Archibald Campbell in person; the part borne by the navy is thus detailed by the senior officer, Lieutenant Thomas Fraser, in his report to Captain Marryat:

“ In compliance with your orders, on the 9th instant, at 11 P. M., at the commencement of the flood-tide, I proceeded up the river in the Honorable Company's cruiser *Thetis*; accompanied by the *Jessey* [Penang cruiser], six of the gun-flotilla, six row-boats, and the Malay proa you were pleased to put under my command\*. At 2 A. M. the *Jessey* and the row boats took up the position assigned them, about three-quarters of a mile below Kemmendine. The *Thetis* was anchored at the entrance of a creek about the same distance above Kemmendine, and abreast of the stockade from which the gun was taken on the 3d instant, but which has since been greatly strengthened. The gun-flotilla were to have been placed abreast of the opposite point, forming the entrance of the creek (distinguished by a pagoda), on which, since the 3d, there has been erected a formidable stockade; but in consequence of the ebb-tide making against them, with the exception of the *Robert Spankie* and two others, they failed in their endeavours to take up their position, and were brought up a short distance below the *Thetis*.

“ About 10 A. M., the batteries opened their fire against Kemmendine; the stockade on the pagoda point at the same instant commenced a fire of musketry, and from four small pieces, apparently 4 or 6-pounders, upon the *Robert Spankie* and the other two gun-vessels opposite to it, which was returned by them, and kept up on both sides for upwards of an hour. The stockades abreast of the *Thetis* not having fired a shot the whole time, and observing that the flotilla did not succeed in silencing the other, I took advantage of the flood-tide just then making, to drop abreast of it in the *Thetis*, and after a fire of half an hour, so far silenced the enemy that from that time they only fired an occasional musket at intervals when we had ceased, but altogether so badly directed that we had only one man wounded, belonging to a row-boat at that time alongside the *Thetis*. Having observed a great number of boats, many of a large size, collected about two miles above us, and considering it possible that at night, during

---

\* About 300 Chinese and Malay sailors had recently joined the combined force at Rangoon, and some time afterwards 500 Mugh boatmen, natives of Arracan, arrived from Chittagong, to assist in transporting the army up the Irrawaddy. The whole of these men were placed under the directions of Major James Nesbitt Jackson, of the 45th Bengal native infantry, Deputy-Quarter-Master-General.



the ebb, they might attack any of the flotilla that remained in advance, when we, from the rapidity of the current, could not render them any assistance, I thought fit to shift the *Thetis*, at the last of the flood, about a quarter of a mile above the point, directing the flotilla to drop with the ebb below the stockade on the opposite point, which they accordingly did.

“At noon on the 11th, observing the signal agreed upon, when the General wanted communication with us to be made, I sent an officer to answer it, who returned with intelligence of the troops having possession of Kemmendine, and with a request from the General, that two of the gun-flotilla and two row-boats might be left at that place; I accordingly directed the flotilla, with the above exceptions, to proceed to Rangoon with the evening's ebb. At 6 P. M. the *Thetis* weighed, and, with the boats a-head to tow, began to drop down the river.

“From the place where we had been at anchor we had seen a great smoke and flame, apparently proceeding from the back of the stockade on the pagoda point; but which, on our opening the entrance of the creek, we discovered to be a very large fire raft, composed of a number of country boats fastened together, and rapidly drifting down with the stream. By endeavouring to avoid the raft, together with the effect of the strong current setting out of the creek, the *Thetis* unfortunately grounded on the opposite bank of the river, where, in spite of every exertion, she remained until high water next morning.

“The raft grounded on the pagoda point, where it remained burning the whole of the night; although occasionally large masses separated from the main body and drifted down the river. The most dangerous of these masses were towed on shore by Mr. [George] Winsor, of the *Sophie*, in the Larne's gig, who described them to be composed of canoes, filled with tar, matting, bamboos, &c. During the night there were some shot fired at the *Thetis* from the stockades, but without effect. At day-light on the 12th, having succeeded in getting her afloat, we proceeded down the river and anchored at Rangoon\*.”

On the 11th June, Brigadier M<sup>c</sup>Creagh addressed an official letter to Sir Archibald Campbell, of which the following are extracts:—

“I have the honor to report, that in execution of the service you assigned me, I anchored on the eastern side of the island of Cheduba, with the transport *Anna Robertson* in company, on the night of the 12th ultimo, and found the other transport, and H. M. ship the *Slaney* already there. I immediately conferred with Captain Mitchell, and, on the 13th, Lieutenant Mathews, of that ship, made a bold and very intelligent reconnoissance up the small river on which the enemy's town is situated, and

---

\* Here again Major Snodgrass is silent respecting the navy.

in our entire ignorance of the localities, his report was of essential use to me in arranging the disembarkation.

“The ships lay three miles from the shore outside of a mud flat, which stretches parallel with the land, and is nearly dry at low water, and the coast on this side is covered with jungle to the edge; indeed the mouth of the river is not distinguishable at a very little distance. We moved towards it on the morning of the 14th, with as many men as the boats would hold—200 of H. M. 13th light infantry regiment, and 100 of the 20th native infantry.

“On the southern bank, a short distance up, was an out-post, which was immediately taken possession of by a small party from the leading boat, the Burmese retiring from it without resistance. The river varies in breadth from about 40 to 100 yards, the jungle on both sides extending far into the water. About half a mile farther up, the ground is cleared and cultivated, and the enemy became visible, lining a trench of 300 yards extent, on the edge of the northern bank, with their right flanked by a bridge over the river. They permitted our boats to range along until the headmost arrived opposite their right, and then opened a fire of musketry and swivels, accompanied by flights of arrows. The bank was steep and somewhat difficult; but two or three parties of the 13th were soon on its summit, in spite of the enemy's efforts, who opposed them with considerable boldness: a few minutes firing followed, while the remaining boats landed their men, and they fled, leaving upwards of twenty killed and many wounded. Their village or town commences near the spot at which we had landed, and I immediately moved up the street in pursuit; on arriving at the end of it (about a quarter of a mile) we found a stockade, into which they had retired, and from which they opened a fire as soon as we appeared. It was a square of about 200 yards each face; the outward piles from sixteen to twenty feet high, and an embankment and a parapet within them, salient gateways in each face, and a triple row of railing round the entire exterior, appeared to be in good order, and the fire was from several 6-pounders, as well as swivels of various calibre, and musketry.

“I immediately lodged parties at such points close to the work as afforded tolerable cover, ordered the howitzer and two or three ship guns ashore, together with the remainder of the sepoy, and meantime marked off a battery within 100 yards of their front gateway. The weather now became exceedingly unfavorable; but as all gave their most hearty and zealous endeavours to the execution of what was pointed out to them, our want of proper materials, implements, and workmen, was surmounted. Repeated feints upon the enemy's left, sufficed to turn his attention from our working parties on his right, and during the night of the 16th, two 9-pounders and a carronade, on ship carriages, were placed in the battery, the hut that masked it was pulled down, and it opened in the morning. Its fire was soon decisive on the gateway, which having been their last thoroughfare,

was not so strongly embanked as the others. Having prepared some seamen with axes and ropes to accompany the column, I ordered it forward: it moved rapidly to its point, headed by Major Thornhill's company of H. M. 13th; a few moments sufficed to complete the destruction of the wounded spars, and we were speedily in the stockade, followed by the reserve under Lieutenant-Colonel Hampton, of the 20th native infantry. The Burmese chief in command was killed near the point of attack; they abandoned their interior defences (a trench and breastwork), and fled through their rear-gate, leaving a great number killed.

"Considering that, throughout these little operations, our investment was very close, and the enemy's fire kept up without any intermission, I am happy to say that our loss has been singularly small\*.

"Where all evinced not only ready obedience, but the utmost zeal, it would be difficult to remark upon individual claims to notice; but *I must do myself the pleasure to acknowledge the cordial co-operation that I received from Captain Mitchell, of H. M. S. Slaney, who accompanied me at the disembarkation, and to whose readiness in affording me every assistance his ship could supply, the service was importantly indebted; and the exertions of his seamen, under the immediate command of Lieutenant Mathews, in getting the guns landed, and assisting in the battery, contributed essentially to accelerate the result.*"

Having succeeded in capturing the Rajah of Cheduba, and made such arrangements regarding the island as circumstances admitted, Brigadier M'Creagh re-embarked the European part of his force, and hastened to Rangoon, leaving Cheduba in charge of Lieutenant-Colonel Hampton, and under the protection of the Slaney, which sloop, we believe, was not engaged in any of the subsequent operations against the dominions of Ava. The island of Negrais, a barren desert, covered with an almost impenetrable jungle, and deep inlets of salt-water, was also taken possession of by Major Wahab and Captain Goodridge, who, finding it a place so little calculated for a military post, had already rejoined the commander-in-chief at Rangoon, having previously destroyed a stockade and twenty-eight boats at the mouth of the Bassein river.

After the capture of the Kemmendine stockades, the Bur-

---

\* The military detachment had two men killed, and three officers and thirty-three men wounded: the Slaney one marine killed, and her first lieutenant (Henry Bathurst Houston Mathews) and four seamen wounded.



mese retired for a short time from the immediate vicinity of the British lines, and concentrated their forces at Donoobew, a strongly fortified town upon the Irrawaddy, about 60 miles to the northward of Rangoon. The rains had now set in, and the effects of a burning sun were only relieved by the torrents that fell from the accumulated clouds, and which brought disease along with their coolness. Constantly exposed to the vicissitudes of a tropical climate, and exhausted by the necessity of unintermitted exertion, it need not be matter of surprise that sickness soon began to thin the ranks, and impair the energies of the invaders. No one was exempt from the operation of these causes, and many officers, including Sir Archibald Campbell and Captain Marryat, were attacked with fever during the month of June. On the 14th, the latter wrote to Commodore Grant, reporting, that he had not a commissioned or warrant officer capable of doing duty; that seven of the Larne's crew had already died from cholera morbus or dysentery, and that 26 more were in the hospital dangerously ill, besides many others slightly attacked or remaining convalescent. "I am afraid," added he, "that we shall lose many men before we leave this place. The heavy and incessant rains, the unwholesomeness of the water, and the impossibility of procuring fresh provisions, to restore strength to the convalescent, forcibly point it out as the grave of a large part of the expedition."

From the above circumstances, and as her services were not then essentially required, the Sophie was ordered to Calcutta, and directed to return as soon as possible, with provisions for both sloops, and as many seamen as she could procure, either by entering or impressment. Previous to the Sophie's departure from Rangoon, six 32-pounder carronades were taken from her, to be mounted with four of the Larne's guns on board the Satellite transport, formerly a sloop of war in H. M. service.

On the 25th June, two fire-rafts were destroyed by a small detachment under the command of Mr. Henry Lister Maw, midshipman of the Liffey, who had been left behind by Commodore Grant to act as naval aide-de-camp to Sir Archibald

Campbell, and who was then employed in surveying the river above Kémmendine.

On receiving intelligence of the occupation of Rangoon, by the British armament, the Court of Ava was far from feeling any apprehension or alarm: on the contrary, the news was welcomed as peculiarly propitious; the destruction of the invaders was regarded as certain; and the only anxiety entertained was, lest they should effect a retreat before they were punished for their presumption. Notwithstanding the unseasonable period of the year, therefore, orders were sent to collect as large a force as possible to surround and capture the British, and Sykia Wongee (third minister of state) was despatched to assume the chief command. The result of these arrangements was little calculated to inspire the Court with confidence either in its officers or men.

On the morning of the 1st July, the Burman force was discovered in motion: the main body drew up upon the left of the British lines in front of the Kémmendine stockades and the Shwe-da-gon pagoda; but they were screened from observation by the intervening thicket, and their disposition and strength could not be ascertained. Three columns, estimated at 1000 men each, moved across to the right of the line, where they came in contact with the piquets of the 7th and 22nd regiments of Madras native infantry, which steadily maintained their ground against these superior numbers. The enemy then penetrated between the piquets, and occupied a hill, whence they commenced an ineffective fire, but were speedily dislodged by three companies of the above regiments with a gun and howitzer, under the personal command of Sir Archibald Campbell, who had the satisfaction of seeing them fly in every direction towards their favorite haunt, and only place of safety, the jungle; leaving at least 100 dead on the field.

“Major Snodgrass seems to have forgotten the part which the navy bore in repulsing this large force; and that, when, to distract our operations and destroy the shipping, not fewer than fifty-three of their huge fire-rafts, protected by gun-boats, were sent down the river towards the fleet at

the same time, all of these were, by uncommon skill and exertion, towed off and rendered harmless\*." The activity and zeal of Mr. Lindquist, commanding the row-boats stationed at Kemmendine, were very conspicuous on this occasion.

About the same period, Captain Henry Hardy, of the Teignmouth cruiser, then stationed just within the bar, and employed in examining a creek, to which Captain Marryat had directed his attention, destroyed eleven large country boats, some already loaded, and some loading with stone, for the purpose of blocking up the entrance of the river.

The check sustained by the Burmese, on the 1st July, did not alter their plans, and they continued gathering strength in front of the lines and giving constant annoyance. It again, therefore, became necessary to repel them to a greater distance; and on the 8th, a column, about 1500 strong, under Brigadier-General Macbean, moved upon Kummeroot, a stockaded position about five miles from the Shwe-da-gon pagoda, whilst Sir Archibald Campbell embarked, with 800 men, for the attack of a fortified and commanding point of land, which not only obstructed the navigation of the river above Kemmendine, but afforded an excellent situation for the construction of fire-rafts, by the judicious employment of which, the enemy contemplated the destruction of our shipping. The result of these movements was thus reported by Sir A. Campbell, July 11, 1824:

"Having observed a disposition to re-cross part of their force to the Dalla side of the river, I determined, on the 8th instant, to make as general an attack as the very woody and inundated state of the country would possibly admit of. For that purpose, I formed the force to be employed into two columns of attack; one proceeding by land, under the command of that excellent and indefatigable officer Brigadier-General Macbean, for the purpose of surrounding the enemy on the land side; while I, with the other, proceeded by water to attack their stockaded position, along the banks of the river in front. To this post the enemy appeared to attach the greatest importance, and the stockades were so constructed as to afford mu-

---

\* Quarterly Review, xxxv, 516.



tual support, presenting difficulties apparently not to be overcome without a great sacrifice of lives. *I therefore resolved to try the effect of shelling, and consulted with Captain Marryat upon the employment of such armed vessels as he might select to breach, in the event of our mortar practice not succeeding. The shells were thrown at too great distance to produce the desired effect, and the swampy state of the country would not admit of any advance. The armed vessels, viz. the Satellite, Teignmouth, Thetis, and Jessey, the whole under the command of Lieutenant Fraser, of H. M. S. Larne, now took their stations according to a disposition made by Captain Marryat, and opened a fire, which soon silenced that of 14 pieces of artillery, besides swivels and musketry from the stockades, and in one hour the preconcerted signal of 'breach practicable,' was displayed at the main-mast head. The troops, as previously arranged, entered their boats on the signal being hoisted. The assault was made in the best order and handsomest style: Major Wahab, with the native infantry, landed, and immediately attacked the breach, while Lieutenant-Colonel (Henry) Godwin, almost at the same instant, pushed ashore a little higher up, and entered the work by escalade: the enemy kept up a sharp, but ill-directed fire, while the troops were landing, but, as usual, fled on our making a lodgment in the place. I now ordered Lieutenant-Colonel Godwin to re-embark with the detachment of the 41st regiment, and attack the second stockade, which was immediately carried in the same style. The third stockade was evacuated by the enemy.*

*"The cool and gallant conduct of all the troops on this occasion was, to me, a most gratifying sight. To the officers and men of the breaching vessels every praise is due; and I much regret that severe indisposition prevented Captain Marryat from being present to witness the result of his arrangements\*."*

*"The inundated state of the country did not admit of any communication with Brigadier-General Macbean from the shipping, nor did I know the result of the operations of his column, until I returned to Rangoon in the evening. Nothing could be more brilliant and successful! He took, by assault, seven strong stockades in the most rapid succession, throwing the enemy into the utmost consternation; and he had also the good fortune to fall in with a large body flying from a stockade attacked by the shipping, of whom a great number were killed."*

Ten stockades were thus taken from the enemy in one day, and upwards of 800 of his best troops were left dead

---

\* The Satellite's crew consisted of every effective officer and man belonging to the Larne, some volunteers from the Moira transport, and a small detachment of infantry and artillery.

on the ground; great numbers afterwards died of their wounds in the jungle; 38 pieces of artillery, 40 swivels, and 300 muskets were captured;—a loss of no small importance where fire-arms were so scarce. Soomba Wongee (second minister of the empire), a Woondock, and two other chiefs of the first class, were found among the slain; and the surviving troops, deprived of their leaders, either dispersed, or fled in confusion to the rear, there to await the arrival of the King's favorite brother, the Prince of Sarrawaddy, said to be advancing with 70,000 men. The loss on the part of the British was comparatively very small—four rank and file killed; one captain, 35 soldiers, and 11 sailors wounded. The subjoined is a copy of an official letter from the commander-in-chief to Captain Marryat, dated July 9th, 1824:

“Sir,—I request you will accept my very best thanks for your able arrangement and disposition of the vessels employed in the attack of the enemy's stockades yesterday; and I beg you will also do me the favor of conveying them to Lieutenant Fraser, R. N. Captain Hardy, and the officers in command of the Honorable Company's cruisers Thetis and Jessey.

“I had the greatest satisfaction in observing the general good conduct of the row-boats and the boats of the transports; they carried the troops up to the assault in very handsome style, and Captain O'Brien, of the Moira, was the first man who leapt on shore, and entered the breach with the foremost of the troops. I am, &c.

(Signed)

“A. CAMPBELL.”

On the arrival of Sir Archibald's despatches at Fort William, the secretary to government addressed him thus:

“The Governor-General in Council unites with you in regretting, that the severe indisposition of Captain Marryat, the senior naval officer, prevented his witnessing the successful result of his judicious arrangements on the occasion alluded to. You will be pleased to assure Captain Marryat, that his Lordship in Council entertains the highest sense of his valuable services, and will not fail to bring them under the notice of his Excellency Commodore Grant.”

On the 11th July, Captain Marryat wrote to the Commodore as follows:

“I must now call your attention to the condition of H. M. S. Larne, whose crew I am sorry to say have been rendered quite inefficient by

disease. Since we have been on this expedition, we have had 170 cases of cholera and dysentery. We have had thirteen deaths—we have now thirty patients at the hospital on shore, and twenty in the sick list on board; our convalescents are as ineffective as if they were in their hammocks; they relapse daily, and the surgeon reports, that, unless the vessel can be sent to cruise for a month, there is little chance of their ultimate recovery. When I sent away the expedition, under Lieutenant Fraser, on the 7th instant, I could only muster three officers and twelve men fit for duty.

“The conduct of Lieutenant Fraser, in the several expeditions which he has commanded, has been that of a gallant and steady officer; and I am under the greatest obligations to Mr. Atherton, not only for his active services in the boats, but for carrying on the whole duty of the ship, during the absence and sickness of the other officers. The behaviour of Mr. John Duffill, master’s-mate of this ship, and of Messrs. Winsor and Maw, midshipmen, lent from the *Sophie* and *Liffey*, has been very satisfactory, and I trust, that when future opportunities may occur, they will so distinguish themselves as to have a fair claim for promotion.”

On the 13th July, Captain Marryat dropped the *Larne* down as far as the *Dalla* creek, on her way to the mouth of the river, from whence she returned, with the sickness much decreased, on the 27th of the same month. During the absence of that ship, her first lieutenant, William Burdett Dobson, who had long been confined by severe illness, conducted a reconnoitring party up the *Puzendown* creek, where Sir A. Campbell succeeded in releasing a few Burmese families, who were desirous of returning to their houses at Rangoon. “To the influence of their report of the kind treatment they experienced,” the British “were subsequently indebted for the return of the great body of the people, to whose services and exertions the army was so much indebted in the ensuing campaign\*.” Being again despatched with a considerable force, after Captain Marryat’s return, Lieutenant Dobson captured thirty-five large cargo-boats, deeply laden with rice and salt-fish †.

On the 4th August, Sir Archibald Campbell proceeded up the *Syriam* river, with a detachment of 600 men and some

---

\* Snodgrass, 2d edit. p. 60.

† The village of *Puzendown*, where the *Pegu* and *Rangoon* rivers meet, is about a mile below the town of Rangoon.



gun-boats, under the command of Brigadier William Smelt and Lieutenant Dobson, for the purpose of dislodging the enemy, who were employed in finishing a large field work, intended to command the river, and protect the surrounding country. Captain Marryat also went up, with two boats from the Larne, to superintend the debarkation, and to render every assistance in his power.

Upon approaching the landing place, which led to the pagoda of Syriam, they observed the remains of the old Portuguese fort, situated upon a commanding height, at the mouth of the Pegu river, a little above its junction with that of Rangoon, and which had long been concealed from view by trees and overgrown brush-wood, cleared, and scarped where the old wall had fallen down, and from fifteen to twenty feet high. Upon this the enemy had raised a parapet, and suspended huge logs of wood on the outside, intended to be cut away during the assault, and to carry the assailants before them in their descent.

The troops landed under the fire of the *Jessey*, and of a sloop named the *Powerful*, fitted as a mortar-vessel, and the advance-party moved on towards the fort until stopped by a deep, unfordable nullah, the bridge over which had been destroyed, purposely to check the progress of the invaders. This difficulty, however, was speedily removed, "*and a very tolerable bridge constructed by Captain Marryat and his people\**," exposed to a galling fire, both of great guns and musketry. This service being effected ("with," as Major Snodgrass observes, "the characteristic coolness and activity of British seamen"), the advance was sounded, and the enemy abandoned the place with the utmost precipitation, leaving behind them eight pieces of good artillery, and a considerable quantity of ammunition. In this affair three of the Larne's crew were wounded: the good conduct of Messrs. Duffill and Winsor was particularly noticed and reported by Captain Marryat.

Sir Archibald Campbell next directed Lieutenant-Colonel Hastings M. Kelly, of the Madras European regiment, to pro-

\* Official despatch.

ceed with part of the combined force to the Syriam pagoda, which is five miles in the interior, and was then occupied by about 300 men. The Lieutenant-Colonel, on arriving near it, found the enemy inclined to dispute the possession of their almost impregnable post; but they lost confidence as the British ascended a long flight of steps leading up to the pagoda, and fled in the utmost confusion, leaving behind them four pieces of artillery, and a great quantity of gunpowder.

In his report of these affairs, Sir Archibald Campbell acquainted the Supreme Government, that "*from Captain Marryat and the officers of His Majesty's navy he ever received the most prompt and cordial co-operation.*"

The province of Dalla was at this time in a very distracted state, owing to orders having been received for a general levy of every man capable of bearing arms: the order had been most strenuously opposed, and even blood had been shed on the arrival of a person of rank, to enforce obedience to the measures of the Burman government. Sir A. Campbell thought the opportunity favorable for a little interference, to assist the opposition and escape of the discontented, and, therefore, ordered a detachment of 400 men, under Lieutenant-Colonel Kelly, to embark in boats on the morning of the 8th August, and to proceed up the Dalla river, accompanied by Lieutenant Fraser, with directions to act in furtherance of the object alluded to, and to attack any part of the enemy's cordon they might fall in with. The following is a copy of the Lieutenant-Colonel's official report:

"I proceeded with the detachment you were pleased to place under my command, at 11 A. M., and after entering a large creek on the east side of Dalla, and proceeding about two miles, I observed two stockades, one on the right, and one on the left bank, immediately opposite to each other, both in commanding situations, particularly that on the left bank, which I instantly decided on attacking. The boats were hove-to for a short time, to make the necessary preparations for the attack; and as soon as these were completed, the whole moved on under a heavy fire from the guns and musketry of the enemy in both stockades. The landing was effected under an incessant fire from them, and after great labour and exertion in getting through the mud, which was remarkably stiff, and thigh deep, the scaling ladders were placed, and the stockade stormed and imme-

diately carried. Some of the troops then re-embarked, crossed the river, and took possession of the opposite stockade.

“ Our loss, although severe, is not so great as might have been expected from the nature of the ground we had to go over, and the sharp and severe fire kept up by the enemy until the scaling ladders were placed. The loss on the part of the enemy was but small, in consequence of the vicinity of the jungle, into which they escaped the moment our men entered their works.

“ Of the conduct of the troops, I cannot speak in too high praise, although it will be impossible for me to particularize the officers who so gallantly led their men to the assault, as they are too numerous; many of them assisted in carrying the ladders to the walls.

“ *I felt myself highly indebted to Lieutenant Fraser, and a party of seamen and marines of H. M. S. Larne, whose unremitting exertions throughout the affair, greatly contributed towards the success of the day.*

“ It is with regret I have to report that Mr. Maw, R. N., your acting aide-de-camp, was severely wounded at the early part of the day, whilst he and Captain John Campbell, H. M. 38th regiment, your (second) aide-de-camp, who was a volunteer on the occasion, were cheering on some of the seamen who accompanied us\*.

“ I have further to report, that the enemy, previous to their flight, threw some guns into a wet ditch that surrounded the fortifications. We found but two small ones, which were brought away. All the houses in both stockades were destroyed by fire, and a part of the palisade pulled down, before the return of the detachment to camp.”

Finer or more characteristic traits of British soldiers and sailors were never witnessed than on this occasion; the officers, less encumbered than their men, forming line breast-deep in mud and water, and passing the scaling ladders from one to another to be planted against the walls of the stockade. The Bengaleese sailors, however, in the row-boats, badly as they had often behaved before, were now more cowardly than ever; and a great part of the loss sustained by the assailants was occasioned entirely by their gross misconduct, a circumstance not adverted to by either Lieutenant-Colonel Kelly or Major Snodgrass. It amounted, altogether, to 6 men killed, and 39, including 4 officers, wounded.

In an official letter, addressed to Commodore Grant, of

---

\* Mr. Maw received a ball in his head, and was obliged to return home for the recovery of his health.



whose death he was then uninformed, Captain Marryat says :

“The gallantry of the officers employed in this expedition, viz. Lieutenant Fraser, Mr. Atherton, and Messrs. Duffill, Winsor, and [J. H.] Norcock, deserves the highest encomiums. I am sorry that our list of killed and wounded is so heavy \*, but it will be accounted for when I state, that in these attacks the Lascars, who man the other boats, will not pull into the fire unless they are led by the officers and men of H. M. sloop the *Larne*. The conduct of Mr. Maw, midshipman of the *Liffey*, has, during the whole period of his service here, been a series of gallantry. I have great pleasure in transmitting a letter from Sir Archibald Campbell, relative to his conduct, and adding my testimony to that of the commander-in-chief.”

“I regret,” says Sir Archibald, “the severe wound received by Mr. Maw. Of this young man’s gallantry of conduct and merit I cannot speak too highly : he has repeatedly distinguished himself by the most conspicuous and forward bravery.”

At this period, H. M. squadron on the East India station consisted of the following ships and vessels ;—*Tees* 26, Captain Thomas Coe (senior officer), on her return from New South Wales and Manilla ; *Alligator* 23, Captain Thomas Alexander, C. B., proceeding to Calcutta, after landing specie at Rangoon ; *Slaney* 20, Captain Charles Mitchell, lying in the river Hooghly ; *Arachne* 18, Captain Henry Ducie Chads, recently arrived from England, and on her way from Trincomalee to Madras ; *Larne* 20, Captain Frederick Marryat, at Rangoon ; *Sophie* 18, Captain George F. Ryves, daily expected there from Bengal ; and the *Liffey* 50, commanded *pro tempore* by Lieutenant George Tincombe, still at Pulo-Penang.

In the impossibility that existed of engaging in any active operations in the direction of Ava, it was now judged advisable to employ part of the combined force, at Rangoon, in reducing some of the maritime provinces of the Burman empire. The district of Tenasserim, comprising the divisions of Tavoy and Mergui, was that selected for attack, as containing a valuable tract of sea coast, as well as being likely to afford supplies of cattle and grain. Accordingly, an ex-

---

\* Four men killed, and 15, including Messrs. Maw and Norcock, wounded.

pedition was despatched against those places, consisting of details of H. M. 89th regiment and the 7th Madras native infantry, the whole of the Honorable Company's cruisers, three gun-vessels, two row-boats, three Malay proas, and six transports, the whole under the command of Lieutenant-Colonel Miles, C. B., assisted by Captain Hardy, of the *Teignmouth*. This force sailed from Rangoon on the 20th August, and reached the mouth of the river leading to Tavoy on the 1st September. A conspiracy amongst the garrison facilitated the capture of the place; the second in command making the governor and his family prisoners, delivered them to the British; and the town was occupied without opposition.

At Mergui, whither the armament next proceeded, and where it arrived on the 6th October, a more effective resistance was offered: a heavy fire was opened from the batteries of the town, but returned by the cruisers with such effect, as to silence it in about an hour. The troops then landed, and after wading through miry ground between the river and a strong stockade, which defended the town, being exposed to a brisk fire from the enemy, they advanced to the stockade, and escalated in the most gallant style. The Burman warriors fled, and the town, when first taken, was deserted by the inhabitants, who, however, soon returned, and shewed themselves perfectly indifferent to the change of authorities.

Leaving part of the Madras troops to garrison Mergui, and some of the flotilla for their protection, Lieutenant-Colonel Miles returned with the remainder of his force to Rangoon, in time to take a part in the more important operations about to occur. The capture of Mergui was effected with the loss of only six private soldiers killed, one missing, and two officers and 22 men wounded.

On the 2nd September, in compliance with a request from Sir Archibald Campbell, that he would take the necessary steps to dislodge the enemy from the stockades upon the Dalla creek, which they had re-occupied, Captain Marryat proceeded thither for that purpose, accompanied by two mor-

tar vessels and a detachment of gun-boats manned by the crew of the *Larne*.

The mortar-vessels and one gun-boat, with two or three howitzers mounted, having been anchored within 600 yards of the stockades, and the other boats having taken up a more advanced position, in a battering line, the whole opened their fire at 6 A. M., which was smartly returned by the enemy, both with guns and musketry.

At 9 o'clock, a detachment of row-boats, with troops under the command of Major Richard Lacy Evans, of the Madras army, pulled up the creek. By this time, the enemy's great guns were silenced, and their magazine blown up; they still, however, held possession of the stockades, and maintained a constant fire of small arms.

The ditches of these works had been so widened as not to allow the scaling ladders to be planted, and a strong *chevaux-de-frise* was found placed across the creek to impede the advance of the flotilla. The original intention of storming the stockades from the river side was therefore abandoned, and Major Evans determined to attack the smallest in the rear. At 9-30, he landed with 150 men, forced his way through the jungle by single files, and succeeded in dislodging the enemy. Possession having been gained, the advance was sounded, and the boats pulled up to the main stockade, which was stormed without loss, the enemy retreating into the jungle.

From the precision of the mortar practice, and the excellent fire of the gun-boats, which had completely riddled the stockades, the enemy's loss must have been considerable: the British had only four men wounded this day, of whom three belonged to the navy. Eight gun carriages were found in the main stockade, and subsequently two very fine brass guns, which had been sunk in the ditch.

Leaving a sufficient force to defend the stockades, Captain Marryat and Major Evans then pushed higher up the creek, where they discovered between twenty-five and thirty boats and canoes, laden with arms and ammunition, the whole of which were either destroyed or brought away.

The zeal and activity of Lieutenant Fraser, Mr. Henry Hodder, acting master of the *Larne*, Mr. Duffill, and Mr.



Alexander Cranley (midshipman), who had charge of the gun-boats on this occasion, "were as highly satisfactory" to Captain Marryat "as creditable to themselves."

In his official report of this affair, Sir Archibald Campbell says,—"*I cannot do adequate justice to the sense I entertain of the ability and readiness with which I find myself at all times supported by Captain Marryat and the officers and crew of the ship under his command: nor ought I to omit mentioning, that the officers and crew of the transport ship Moira are volunteers on every occasion when the enemy is likely to be met with.*"

Major Snodgrass makes a brief allusion to the capture of the stockades, upon the Dalla creek; but he is again silent respecting the navy.

On the 4th September, the *Sophie* returned to Rangoon, with provisions and a few volunteer seamen. Captain Ryves reported the loss of seven men, who had died of cholera morbus, and that he had been obliged to give his sloop a thorough caulking, in consequence of the severe weather she had encountered when proceeding to Calcutta. About this time, the gig of the *Larne* found floating the remains of an English sailor, whom the Burmese had first tortured to death, and then sawed in halves.

The captured stockades now became the site of constant warfare, the Burmese proving peculiarly tenacious of any passage being opened up the creek leading to Thontai, (the capital of Dalla, and the retreat of the Rangoon people). The gun-vessels, row-boats, and soldiers left in defence of these works, were each succeeding night assailed with musketry from the surrounding jungle, and the officers and men of the navy were constantly in their boats, watching, grappling, and towing away fire-rafts.

On the 5th September, at midnight, a straggling fire was again heard in the direction of the Dalla stockade, and shortly afterwards a rocket was thrown up, the signal previously arranged with the detachment, in case of immediate assistance being required. With the advantage of a strong flood tide, the boats of the *Larne* proceeded rapidly to the

point of contention, where a heavy fire was exchanged; and as their approach could not be perceived, in consequence of the smoke, the officers and men cheered, to announce that support was at hand, and had the satisfaction to hear it warmly returned, both by the military and those afloat. The attacks of the enemy had been simultaneous; the gun-vessels in the creek having been assailed by a number of war-boats, while the troops on shore were opposed to a force estimated at from 1500 to 2000 men.

Upon Captain Marryat's arrival, he found the enemy's troops had not retreated, but still kept up a galling fire. The war-boats, which had endeavoured to board the *Kitty* gun-brig, had been beat off by the exertions and gallantry of Mr. Robert Crawford, commanding that vessel, and were apparently rallying at a short distance up the creek, with a determination to renew the attack; but on perceiving the *Larne's* boats advancing a-head of the gun-vessels, they made a precipitate retreat. Chase was immediately given, and five of them, which had been most severely handled, and could not keep up with the main body, were successively boarded and carried.

The spears remaining in the sides of the *Kitty*, the ladders attached to her rigging, and the boarding netting cut through in many places, proved the severe conflict which had been sustained, and induced Captain Marryat to recommend the very meritorious conduct of Mr. Crawford to the favorable consideration of the Governor-General in Council.

From the number of dead found in the captured boats, and the crippled state of many others, the loss of the enemy in this water attack, cannot be estimated at less than 250 men. The *Kitty* had only two sepoys (doing duty as marines) killed, and her commander and four men wounded. The active and zealous support which he received from Lieutenant Fraser and Mr. Duffill was again publicly acknowledged by Captain Marryat; who also gave great praise to Messrs. King and Frames, commanding the *Narcissa* and *Tiger* gun-vessels, for the well-directed and destructive fire which they poured into the enemy's war-boats.

Two days after this first rencontre with the enemy's flotilla (of which Major Snodgrass makes no mention whatever), the commander-in-chief issued a general order, of which the following is an extract :

“Sir Archibald Campbell will take an early opportunity of communicating to Captain Marryat, R. N. how gratified he was by his prompt support at the point assailed, and the gallant pursuit of the flying enemy by himself and his brave followers; and which he will not fail to request Captain Marryat to communicate to the officers and men of H. M. navy, and also those of the transport service, who so handsomely came forward on this, as they have done on many former occasions.”

On the 9th September, Lieutenant Fraser was sent to search for the passage up to Thon-tai, by way of the Dalla creek; but, after an absence of three days, he returned without being able to find it. While on this service, Mr. Lindquist, commanding a detachment of row-boats, and one man, were wounded, by musketry from the shore.

The scurvy was now making a rapid progress among the crew of the *Larne*, in consequence of their having been for some months confined to a diet of salt and damaged provisions, added to a total privation of vegetables, and the usual effects of a long continued wet season. Supposing that a period of at least six weeks would elapse before active operations could be re-commenced, Captain Marryat was thereby induced to submit to Sir Archibald Campbell the propriety of proceeding with his ship to Penang, leaving the *Sophie* and *Satellite* to protect the transports, &c. at Rangoon. On the 10th September, he received the following answer :

“Under these circumstances, I most fully coincide with you in opinion, that no time should be lost in proceeding to Penang, where those comforts essentially necessary for the recovery of your crew are at present most conveniently to be had; aware as I am, that the most urgent necessity alone induces you to suggest the removal of the ship under your command. I feel fully convinced that you will not lose a moment in returning to partake of the farther, and I trust more active, operations of the approaching campaign.

“In taking I hope a very short leave of yourself, and the officers and men of the *Larne*, I shall not dwell, as I otherwise would, on the valuable and ready aid I have invariably received from you all, since the commence-



ment of the present service, embracing duties of perhaps as severe and harassing a nature as ever were experienced by either sailors or soldiers, and under privations of the most trying nature. Any number of Malay sailors you may require, to assist in navigating the Larne to Penang, are at your service. (Signed) "A. CAMPBELL."

At the request of Sir Archibald, Captain Marryat left Lieutenant Dobson, with sixteen of the Larne's crew, and nine supernumerary seamen belonging to the Alligator, in charge of the armed transport Satellite, stationed at Pagoda Point, where he had been for several weeks, "performing the anxious and important duties imposed upon him, in every respect as a valuable officer\*."

On the 11th September, the Arachne was reported off the bar. Captain Marryat, with only 27 of his original ship's company, including officers, on board, was then dropping down from Rangoon; but he deferred quitting the river for two days, in order to give Captain Chads every information in his power. At this period, the European portion of the army fit for active service in the field was reduced to less than 1500 men. Seven hundred and forty-nine British soldiers had fallen victims to the climate, and upwards of 1000 were in the hospitals. Nearly one-fourth of the Sophie's crew had died, and as many more were sick.

We must here remark, that the command held by Captain Marryat, under such peculiar circumstances, from May 31st to Sept. 11th, 1824, was so important, that, had it been in time of extended war, it would, in all probability, have been delegated to a flag-officer; that, during a period so novel and trying to a young commander, he never once incurred censure; and that he did not give over the charge to Captain Ryves until the enemy had been so decidedly repulsed that Sir Archibald Campbell officially stated to him his conviction that the Sophie and Satellite were sufficient protection for the shipping. His various official reports were transmitted to the Admiralty, with the following letter from

---

\* In order to give protection to boats passing up and down the Rangoon river, gun-vessels, with ten sepoy in each, were anchored off all the creeks, from the bar to Pagoda Point.

Captain Coe, by whom he was promoted into the Tees on that officer assuming the command of the Liffey.

“I have the honor to enclose sundry despatches from Captain Marryat, of H. M. S. Larne, in command of the naval force in the river Rangoon, detailing various successful attacks on the enemy, while co operating with the army under Sir Archibald Campbell; and I feel much pleasure in recommending to their Lordships’ notice that officer, as well as those named in the margin \*, to whose zealous exertions and cool intrepidity are to be attributed the successful results of the various attacks which they conducted against the enemy. I am pleased in having it in my power to recommend in the strongest terms, Mr. Henry Lister Maw, midshipman of this ship, who volunteered his services to Sir Archibald Campbell, and who accompanied him in all his operations; and I trust, from the high encomiums passed on his conduct, their Lordships will be pleased to consider his services, and his having been most dangerously wounded.”

The Larne did not return to Rangoon until the 24th December, 1824.

---

## CHAPTER II.

On the arrival of the Arachne at Madras, July 29, 1824, Captain Chads found that Commodore Grant had given directions to his agents there, to detain all despatches for him which might arrive after the 15th of that month, and intimated his intention to leave Penang on the 1st of August. Under these circumstances, the commander of the Arachne considered, that the surest way to join his commodore was to remain stationary; but at the same time he offered the ser-

---

\* Lieutenants William Burdett Dobson and Thomas Fraser, acting Lieutenant George Goldfinch, Mr. Robert Atherton, and Messrs. John Duffill, George Winsor, and Charles Kittoe Scott.

vices of his sloop, should the Madras government deem them necessary for prosecuting the war in Ava. On the 28th August, he received the first intimation of the death of Commodore Grant; and on the 3d September, having embarked on board the *Arachne* four lacs of rupees, for the use of the invading army, he took his departure for Rangoon, at the especial request of the Governor-in-Council of Fort St. George. On the 15th Sept. he assumed the chief command of the combined naval force attached to Sir Archibald Campbell's army.

We must here remark, that the *Arachne* was sent from England to relieve the *Sophie*; but in consequence of a request from the Supreme Government, contained in a letter signed by Mr. Swinton, and dated Oct. 8, 1824, and seeing the absolute necessity of detaining that sloop, to co-operate in carrying on the war, Captain Chads took upon himself the responsibility of ordering her to remain.

On the 19th Sept., Sir Archibald Campbell directed a movement to be made upon Panlang, where the enemy had established a post, and were busily employed in constructing combustible rafts and boats for the destruction of our shipping. The force employed consisted of about 500 troops, under the command of Brigadier-General Hugh Fraser; the *Satellite*, manned with 45 British sailors and 20 soldiers; the *Diana*, steam vessel; all the boats of the *Arachne* and *Sophie*, and several belonging to the transports, but manned by the former sloop and the *Moir*; nine gun-vessels, and sixteen row-boats.

On the 21st, the troops were embarked, and Captain Chads moved upwards with the flotilla, which was in three divisions, under the command of Lieutenant Charles Keele, first of the *Arachne*; Lieutenant John Bazely, first of the *Sophie*; and Mr. Stephen Joshua Lett, master's-mate of the former sloop.

In the evening, heavy guns were heard, not far distant; and next morning, five stockades were seen, three on the right side and two on the left: the *Satellite*, towed by the *Diana*, was far a-head of the flotilla, and soon ran up with the ene-



my's works, receiving, as she advanced, a heavy raking fire of great guns, jingals, and musketry ; which was not returned, however, till the vessel was placed directly in the centre, when both broadsides were opened on them, and Captain Chads had soon the satisfaction of seeing the enemy fly in all directions. Some troops under Major Sale were immediately landed, with trifling opposition, and the whole of the stockades destroyed. About fifteen guns of various sizes were taken, and the same number of one-pounder swivels. The enemy are supposed to have been about 2000 strong ; but they took especial care not to allow our troops to close with them.

The expedition now proceeded about twenty miles higher up the river, and, on the 24th, fell in with three more stockades, which were bombarded for a short time previous to the landing of the troops, who found them all evacuated. About twenty-five war boats, rowing 30 and 40 oars each, were also discovered ; but, owing to their superior speed, it was found impossible to overtake them.

On the 25th, the flotilla again advanced, till the river narrowed to eighty yards, when Captain Chads sent Lieutenant Keele about four miles further up, who reported that it was there very deep, but only sixty yards across. The expedition returned to Rangoon on the 27th, when Brigadier-General Fraser addressed a letter to Sir Archibald Campbell, of which the following are extracts :

“ I am happy to add, that no casualties occurred amongst the troops during these operations, but I understand 2 or 3 sailors were wounded.

“ The ordnance was taken possession of by the naval commander, with the exception of one gun burst, and another sunk in the river.

“ *My best thanks are due to Captain Chads, of H. M. S. Arachne, for the cordial co-operation I received from him during the whole operations ; and I cannot omit to notice the zeal and alacrity with which Lieutenant Keele and Mr. Lett, H. M. S. Arachne, and Lieutenant Bazely and Mr. Winsor, H. M. S. Sophie, performed the different duties assigned to them by Captain Chads.*”

We shall here give an extract of a general order issued by Sir Archibald Campbell, on the 27th Sept.

“ The commander of the forces begs Brigadier-General Fraser and Cap-

tain Chads, R. N. will accept his best thanks for their perseverance in the fatiguing and harassing service in which they have been engaged, and it is with great pleasure he has received a report of *the unanimity and good feeling with which the best exertions of the officers and men of both services were brought forward upon this, as on all other occasions where they have been employed together, and which it has so often been his pride to report to the highest authorities.*

(Signed)

“ F. S. Tidy, Lieut. Col., D. A. G.”

Major Snodgrass contents himself with saying, that “ the stockades upon the Dalla river, and those upon the Panlang branch, or principal passage into the Irrawaddy, were attacked and carried with few casualties on our part, while the enemy in both instances suffered severely, with the additional loss of many pieces of artillery.” In an official letter to Captain Coe, dated Sept. 28th, Captain Chads expresses himself as follows :—

“ A chart drawn by Mr. Winsor, Admiralty midshipman of the *Sophie*, to whom I feel much indebted for his exertion and ability, he having had the arduous charge of the steam-vessel during the whole of the time, will enable you to judge of our progress; the *Satellite* was on shore three times, and the *Diana* once, but without the slightest injury. It now becomes a most pleasing duty for me to express the high satisfaction I feel at the conduct of the officers and seamen I had the pleasure to command; their privations and harassing duties were extreme, under heavy rains, guards by night from fire-rafts, with the enemy's war-boats constantly watching close to them, and incessant towing of the flotilla by day; their high spirits were unabated; and without the utmost zeal and fatigue in the officers commanding the divisions, it would have been impossible to have advanced, manned as they \* are, with natives only. Lieutenant Dobson rendered me every assistance, and was of great service; he was severely burnt on the 22d. From the exemplary conduct of these officers and seamen, allow me, Sir, to recommend them to your favorable attention. The casualties, I rejoice to say, have been very few—four seamen of the *Arachne* wounded.”

“ The rains continued during the whole month of September, and sickness had arrived at an alarming height. An epidemic fever, which prevailed all over India, made its appearance among the troops, which, although in few instances of a fatal tendency, left all those whom it attacked in a de-

---

\* The gun-vessels and row-boats.

plorable state of weakness and debility, accompanied by cramps and pains in the limbs: men discharged from the hospitals were long in regaining their strength; and their too frequent indulgence in pine-apples, limes, and other fruit with which the woods about Rangoon abound, brought on dysentery, which, in their exhausted state, generally terminated in death."

The situation of the combined force at this time "was, indeed, truly melancholy; even those who still continued to do their duty, emaciated and reduced, could with difficulty crawl about. The hospitals crowded, and with all the care and attention of a numerous and experienced medical staff, the sick for many months continued to increase, until scarcely 3000 duty-soldiers were left to guard the lines. Floating hospitals were established at the mouth of the river; bread was furnished in sufficient quantities, but nothing except change of season, or of climate, seemed likely to restore the sufferers to health.

"Mergui and Tavoy, now in our possession, and represented by the professional men who visited them as possessing every requisite advantage, were accordingly fixed on as convalescent stations. To these places numbers were subsequently sent, and the result fully justified the most sanguine expectations that were formed. Men who had for months remained in a most debilitated state at Rangoon, rapidly recovered on arriving at Mergui, and were soon restored in full health and vigour to their duty\*."

On the 5th October, a detachment of Madras native infantry and some pioneers, with a few camel howitzers, under the command of Lieutenant-Colonel Henry Francis Smith, C. B., was sent to attack the enemy's stockaded position in the neighbourhood of Annauben and the pagoda of Keykloo, fourteen miles from Rangoon; and at the same time another military detachment, under Major Thomas Evans, was embarked in the flotilla, and directed to make a simultaneous movement upon Than-ta-bain, about 30 miles distant from

---

\* Snodgrass, 79.



Rangoon, which latter service occupied six days in its successful performance. The result was the destruction of five stockades, seven or eight war-boats, and large preparations for fire-vessels and rafts. "*The naval part of the expedition,*" says Sir Archibald Campbell, "*was prepared and led by that zealous and excellent officer Captain Chads, of H. M. S. Arachne, the senior naval officer on the station. How well my orders have been executed, the accompanying detail of operations will shew.*"

## ENCLOSURE.

"*Camp, Rangoon, 11th Oct. 1824.*"

"Sir,—In obedience to orders I had the honor of receiving from you, to feel the strength and disposition of the enemy upon the Lyne river, and to attack him as often as opportunities might offer of displaying the valour of the troops under my command, I embarked, on the morning of the 5th inst., with 300 men of H. M. 38th regiment, 100 rank and file of the 18th Madras native infantry, and a detachment of Bengal artillery, under Captain Timbrell, on board a flotilla of gun-boats, &c. &c. under the immediate command of Captain Chads. The first day's tide carried us as high as Pagoda Point, above Kammendine, at the junction of the Lyne and Panlang rivers. Having been joined by the armed transport and flotilla, at 2 p. m. next day, the whole force proceeded up the Lyne river with a flowing tide. Bodies of the enemy were seen moving up on the right bank, while numerous war-boats hovered in our front, keeping up a continued but distant fire. After the flotilla anchored, the light boats in advance, under Lieutenant Kellett, of H. M. S. Arachne, pursued the enemy's war-boats; and having closed with one carrying a gun and full complement of men, boarded and took her in the handsomest style, the Burmese jumping overboard to save themselves. On the 7th, after proceeding about four miles, I observed two stockades, which were taken possession of without loss, and we reached, with this tide, within a short distance of the large works and fortified village of Than-ta-bain, having in the course of the day destroyed seven of the newly constructed war-boats. On reconnoitring the village, I found it was defended by three long breast-works, with a very extensive stockade, constructed of large teak-beams; and fourteen war-boats, each mounting a gun, were anchored so as to defend the approach to it.

"Having consulted Captain Chads, we advanced to the assault, the steam-boat, with the Satellite and bomb ketch in tow\*, and the troops in their boats ready to land when ordered. In passing the breast-works, we

---

\* One of the gun-vessels fitted with a mortar.

received a smart running fire from jingals and musketry, which was returned with showers of grape from the Satellite; and observing the enemy evidently in confusion, I directed the troops and scaling ladders to be immediately landed, and in a few minutes every work about the place was in our possession. During this night, some fire-rafts, of a most formidable appearance, were floated down the river; but very fortunately they passed without touching any of the vessels.

“At 6 o'clock next morning, we again moved with the tide, and in passing a narrow neck of land at the junction of two rivers, were received with a brisk discharge of musketry from a long line of breast-works, and a cannonade from a very large stockade on our right. The fire of the latter was soon silenced by the well-pointed guns of the Satellite.

“The troops and pioneers were ordered then to land, and this formidable stockade was carried by assault without a struggle. It is, without exception, the strongest work of the kind I have ever seen—the length of the front and rear faces is 200 yards, and that of the side faces 150. It is built of solid timber, fifteen feet high, with a platform inside all round, five feet broad and eight feet from the ground—upon this platform were a number of wooden guns, and piles of single and double-headed wooden shot, and many jingals; below, we found seven pieces of brass and iron ordnance. In front, the stockade is strengthened by breast-works and regular demilunes, and would contain with ease above 2,000 men. In the centre of this strong hold, we found the magnificent bungalow of the Kee Wongee, who, I presume, fled early in the day. I cannot doubt but the enemy's loss must have been severe, though we only found seventeen dead bodies, which they had not time to carry off.

“The advanced boats having pushed up the river some miles, without seeing any other works, I considered the objects you had in view fully accomplished, and we accordingly began to move back to Rangoon. \* \* \* \* \* *I cannot adequately acknowledge my obligations to Captain Chads, for his zealous, judicious, and cordial co-operation; and the spirited conduct of Lieutenant Kellett, in command of the advanced boats, attracted the notice of every one.* \* \* \* \* \* I need scarcely add, that every officer and man evinced, on all occasions, that cheerful readiness and determined valour you have so often witnessed. \* \* \* \* \* Much powder, and an immense quantity of petroleum oil, and warlike stores, were destroyed at the different stockades.”

(Signed)

“T. EVANS.”

The naval officers employed in this expedition were Lieutenants William Burdett Dobson, Augustus Henry Kellett, and George Goldfinch; Mr. Lett, master's-mate, and Messrs. James Ward Tomlinson, (son of Captain, now Rear-Admiral Nicholas Tomlinson), Archibald Reed, George Winsor,

Charles Michell, and — Murray, Admiralty midshipmen. The following is an extract of a letter from Captain Chads to Captain Coe, dated October 11th :

“ Every thing which I had in view having been most fully accomplished, and our provisions wholly expended, it was necessary to return, and we reached this place yesterday afternoon, having been six days away, during which time hardly a man had an hour’s rest, whereas the whole were subject to the most harassing duty, with extreme heat and heavy rain; but the same good spirit I had the pleasure on the former occasion to recommend to your favourable attention, still animated the seamen and marines under my command: and I beg particularly to bring to your notice Lieutenant Kellett, who was in command of the light division, with Lieutenant Goldfinch and the other officers, before named. On all occasions they were foremost, and led the gun-boats with the troops up to every stockade. From Lieutenant Dobson I received great assistance on board the Satellite; Mr. Winsor, of the *Sophie*, had again charge of the steam-vessel, and conducted her with the same judgment I before noticed to you; he will now add to the chart I then sent you, made by him, the extent of our last expedition.”

On the 16th October, Sir Archibald Campbell, in general orders, expressed “ his satisfaction at the series of uninterrupted success which had marked the progress of the combined forces under Major Evans and Captain Chads,” to whom he gave “ his best thanks for their persevering exertions, which cost the enemy eleven pieces of cannon and twenty wall-pieces, as well as all the means of annoyance which he had long been collecting.” The Governor-General also expressed “ his high approbation and applause of the brilliant and decisive attack” on Than-ta-bain. “ You will be pleased,” says Mr. Swinton, in a letter to Sir Archibald Campbell, “ to convey to Major Evans and Captain Chads the sense which the Governor-General in Council entertains of the gallant service performed by them and the officers and men under their command, *which has not been surpassed by any of the most distinguished affairs with the enemy since our first occupation of Rangoon.*”

During the above successful operations against Than-ta-bain, (of which no notice is taken by Major Snodgrass) the military detachment under Lieutenant-Colonel Smith carried a stockade at Tdaghee, and a succession of breast-works in



the vicinity of Keykloo ; but was repulsed in an attempt to escalate the entrenchments surrounding the pagoda, and obliged to retreat with the loss of 21 officers and men killed, and 74 wounded. The bodies of 28 sepoys and pioneers were afterwards discovered by Brigadier M'Creagh, "fastened to the trunks of trees on the road side, mangled and mutilated in every manner that savage cruelty could devise."

Sir Archibald Campbell now determined to reduce and occupy the city of Martaban, situated at the bottom of the gulf of that name, and about 100 miles to the eastward of Rangoon. The naval part of this expedition was commanded by Lieutenant Charles Keele, whose force consisted of six gun-vessels, one mortar-boat, seven gun-boats, thirty men from the *Arachne* and *Sophie*, and an armed transport, having on board 450 troops, under the command of Lieutenant-Colonel Godwin.

On the 27th October, the above armament entered Martaban river, and the flotilla, led on in most gallant style by the *Arachne's* jolly-boat, under the command of Mr. George Bouchier Dewes, a youngster only fourteen years of age, succeeded in destroying about thirty of the enemy's war-boats, two of them pulling 50 oars each, and the whole armed with muskets, spears, and swivels. "This service," says Captain Chads, "was performed in a manner to reflect great credit on Lieutenant Keele, and Lieutenant-Colonel Godwin mentions in high terms his gallantry and zeal."

On the 29th, when closing the town, the transport grounded too far off to make use of her carronades with good effect. The enemy then opened their fire from a stockade, which was returned by all the row-boats, forming a line close alongshore, until after sunset ; the mortar-vessel likewise took her position, under Captain Thomas Ynyr B. Kennan, of the Madras artillery, and kept up a well-directed fire the whole night, killing, from report, great numbers of the enemy. The appearance of Martaban is thus described by Lieutenant-Colonel Godwin :

"The place rests at the bottom of a very high hill, washed by a beautiful and extensive sheet of water ; on its right a rocky mound, on which

was placed a two-gun battery, with a deep nullah under it. This battery communicates with the usual stockade of timber, and behind this a work of masonry, varying from twelve to twenty feet thick, with small embrasures for either cannon or musketry. The stockade runs along the margin of the water for more than three-quarters of a mile, where it joins a large pagoda, which projects into the water in the form of a bastion. The defences then continue a short distance, and end at a nullah, on the other side of which all is thick jungle. The town continues to run in an angle way from the pagoda for at least a mile, and terminates in the house of the Mayoön, close to a stockade up the hill. The whole defence is the water line, with its flanks protected. The rear of the town and work is composed of thick jungle and large trees, and open to the summit."

Lieutenant-Colonel Godwin was prepared for a determined resistance on the part of the enemy, by seeing a number of armed men crossing, as he went up the river to reconnoitre. "At 5 o'clock in the morning of the 30th," says he, "the men composing the first division were in their boats—98 of H. M. 41st regiment, 75 of the 3rd native light infantry, 8 of the Bengal artillery, and 38 seamen of the royal navy; and I was fully aware that these men would have the business to themselves, as I had no where to wait for the remainder of the force, and every boat was already occupied. The advance sounded a little after five, and the boats rowed off, and soon came under a very heavy fire of all arms. On approaching the shore, I perceived there had been a misunderstanding with respect to the spot at which I wished to land, and that we had got on the wrong side of the nullah. As we could not carry the ladders through the mud, I ordered the boats to push off and put in at the place I appointed; at this time, a heavy fire of artillery and musketry was on us, and *the Las-cars would not face it*\*. Lieutenant Keele, of the *Arachne*, commanding the naval force with me, pushed on shore, and gallantly went to see if the nullah could be passed: he came back almost directly, and informed me there was a boat in the nullah, over which the men could go, and that the side

---

\* At Than-ta-bain their conduct was equally bad. Although cheered on by the European troops in their vessels and boats, not one of them could be got to assist in rendering the fire-rafts harmless.

of the rock to the battery appeared practicable. Trusting to the gallantry of the people with me, I determined to try it; and from the men getting on shore, there was not a halt till we had possession of it. It was stormed under a heavy fire of musketry; the enemy did not leave the fort till we were within a few paces of them, and they even threw stones at us, when we were too much under the fort for their fire to reach us. *It is due to Captain Borrowes, of H. M. 41st regiment, and Lieutenant Keele, R. N., to say they were in first.* I now felt secure of the place, and after waiting till the men had recovered from the exertion, and to get them together, they marched down along the works, and cleared all before them. On marching through the town it was, as usual, deserted, except by a great many women. The emptiness of the houses shewed every preparation had been made, if the place was captured, to prevent our getting any property. I enclose a return of the guns taken, as also the ordnance stores; the quantities of the latter immense, kept in a stockade about half a mile up the hill, and a regular manufactory to make the powder. Our loss has been comparatively small—seven killed and fourteen wounded. In this immense place, with so many facilities to escape, I cannot guess what the enemy's loss may have been; but from the prisoners, of whom we have a great many, and other sources, it must have been great; as allowing that two-thirds of the number reported were within this place at the attack, there must have been between three and four thousand."

The ordnance and stores captured at Martaban consisted of 16 guns of various calibre, 100 wall-pieces, 500 muskets, 7,000 round shot, 1,500 grape, 100,000 musket-balls, 9,000 *lbs.* of lead, 20,000 flints, 10,000 musket-cartridges, 6,000 ditto for wall-pieces, 26,500 *lbs.* of loose gunpowder, 10,000 *lbs.* of saltpetre, and 5,000 *lbs.* of sulphur. The Hon. Company's gun-vessel Phæton was found at this place, with her crew in irons. Her commander had put into Martaban by mistake, and was then a prisoner at Ava.

The loss sustained by the naval detachment was two men killed, one dangerously wounded, and three severely. In con-



cluding his report to Sir A. Campbell, the Lieutenant-Colonel expresses himself as follows :

“ Where every one contended honorably, it would be difficult to select for your particular notice. \* \* \* \* \* *Lieutenant Keele, of the Arachne, Lieutenant Bazely, of the Sophie, and their respective crews, behaved with their usual gallantry. Lieutenant Keele’s unremitting exertions with this little force, as also the share he has taken in the full of the place, together with the good understanding kept up between the services, I leave for you, Sir, properly to appreciate.*”

At the same period, Lieutenant-Colonel Godwin addressed the following private letter to Lieutenant Keele :

“ *Martaban, Nov. 1st, 1824.*

“ My dear Sir,—The events of yesterday, in which you bore so conspicuous a part, call upon me thus early to offer you my warmest acknowledgments of your gallantry and judicious conduct, which tended so much to place this town in our possession, and I shall be most happy to state to Sir Archibald Campbell how much he owes to your bravery and talents on this occasion. Believe me, my dear Sir, ever most faithfully yours,  
(Signed) “ *HY. GODWIN, Lieut.-Col. 41st Regt.*”

Lieutenant Keele officially reported to Captain Chads, that “ Lieutenant Bazely rendered him every assistance ;” and he also spoke “ in high praise of the constant good conduct of Mr. Lett.”

Sir Archibald Campbell describes the capture of Martaban as “ an achievement no less honorable than beneficial to the British arms, reflecting the highest credit on every individual composing the force employed.” On the 26th Nov., Mr. Secretary Swinton wrote to Sir Archibald as follows :

“ The Governor-General in Council commands me to express his fullest concurrence in the tribute of applause which you have bestowed on Lieutenant-Colonel Godwin, and the officers and men under his command, and on Lieutenant Keele and the seamen of the royal navy, composing the expedition fitted out against Martaban.

“ The ability and judgment with which Lieutenant-Colonel Godwin planned the attack, and the gallantry with which the place was carried by the small force of 220 men, against the numerous and well-armed troops of the enemy, reflects the highest credit on the professional character of the officers in command, and the cool and resolute intrepidity of the handful of men by whom so important and brilliant an exploit has been achieved.

“ His Lordship in Council accordingly desires, that you will be pleased to express to Lieutenant-Colonel Godwin the very high sense which Government entertain of his conduct on this occasion. *You will also be pleased to convey to Lieutenants Keele and Bazely, of H. M. sloops Arachne and Sophie, the acknowledgments of the Governor-General in Council for the zealous and gallant exertions of themselves and the British seamen under their command.*”

The capture of Martaban, “ long considered as a place of some note, both in a political and commercial point of view, as the capital and mart of an extensive province, but more especially as a frontier fortress and depôt of military stores, where the Burmese armies were usually assembled in their frequent wars with the Siamese,” is thus briefly related by Major Snodgrass :

“ Owing to light and contrary winds, the expedition did not reach its destination so soon as was expected ; and instead of taking the enemy by surprise, they found him fully aware of their approach, and that every preparation had been made for their reception. The governor, Maha Oudinah, a bold and resolute chief, had fortified with skill and labour every commanding eminence about the town, and its distance from the coast, nearly 20 miles, offered many serious obstacles to the approach of our troops. By land, difficult forests, marshes, and extensive plains of rice-grounds, still covered with the inundations of the monsoon, prevented a movement from the coast in that way ; while the intricate navigation of a shallow, winding river, presented many impediments to an approach by water. The latter course, however, was at once resolved on, and by toil and perseverance, the vessels were finally anchored nearly a-breast of the town ; and the governor evincing no disposition to come to terms, an assault took place, when the enemy was driven with severe loss from every part of his defences.” The destruction of the war-boats, and Lieutenant Keele’s subsequent services, have not been considered worthy the Major’s notice.

After arranging matters at Martaban, Lieutenant-Colonel Godwin despatched a party against Yeh, situated to the eastward, which fell without resistance. By the capture of these places, the previous reduction of Mergui and Tavoy, and the voluntary submission of the whole coast of Tenasserim, the British obtained possession of very large stores of grain, ammunition, and ordnance, together with numerous boats fit for the conveyance of troops, and the command of

all the Burman sea-coast from Rangoon to the eastward, a district ultimately ceded by treaty.

In October, the sickness and number of deaths at Rangoon were greater than in any previous month. In the beginning of November, however, a sensible change in the health of the troops was apparent. At this latter period, four of the *Arachne's* crew had already fallen victims to the climate, and forty-four were reported unfit for service; her total complement was only 100 officers, men, and boys.

On the 7th Nov., Lieutenant Greer, of the Bombay marine, then commanding the *Thetis* cruiser, being on his way from Elephant Point to Rangoon, in a row-gun-boat, with six sepoy as a guard, succeeded in beating off two war-boats, carrying from 30 to 40 men each, which had come out from the intermediate creeks, with twelve other boats of the same description, purposely to intercept him. The bold and determined conduct of Mr. Greer was duly appreciated by Sir Archibald Campbell and Captain Chads, who were well aware, that the capture of even a single boat would have been a source of the highest exultation to the Burmese, and emboldened them to give further annoyance on the river. Unfortunately, the seeds of jealousy, respecting the command of the Honorable Company's naval force in Ava, had previously been sown at Calcutta; and Mr. Greer's gallant exploit was followed by a painful correspondence, in the course of which, however, Captain Chads most firmly and successfully supported the dignity of His Majesty's service.

On the 29th November, Captain Chads, in company with Lieutenant-Colonel John W. Mallet, of H. M. 89th regiment, visited the ancient capital of Pegu, which was found in melancholy ruins, reduced to a mere village, and deserted by all except a few old men and women. During this reconnoissance, which occupied four days, several large fire-rafts were destroyed by a division of light boats, under Lieutenant Kellett. On his return to Rangoon, Lieutenant-Colonel Mallet called the attention of Sir Archibald Campbell "to the zeal and ability shewn by Captain Chads, in conducting



*the flotilla up the river, and the valuable service he at all times received from him."*

During the whole of November, the troops at Rangoon enjoyed a state of comparative repose; and this interval, together with the gradual approach of a more healthy season, and improved supplies, contributed materially to diminish the number of sick, and to preserve the health of those who had hitherto escaped. The army was therefore gathering vigour, for the renewal of active operations. Nor were the Burmese idle. The successive capture of their strongest stockades, the defeat of their most celebrated chieftains, the capture of their maritime provinces, and the prolonged occupation of Rangoon, had produced no pacific disposition on the part of the King of Ava; he, on the contrary, had turned his eyes to Maha Bandoola, a most distinguished warrior and statesman, who had previously been ordered to sack Calcutta, and lead the Governor-General in golden fetters to Umerapoor, at that time the capital of the empire. Maha Bandoola was recalled from Arracan to the Irrawaddy, with instructions to concentrate his veteran legions at Donoobew. No pains nor expence were spared to equip this favourite general for the field; and by the approach of the season for active operations, at least 50,000 men, well-armed, with a numerous artillery, and a body of Cassay horse, were ready to advance upon Rangoon.

On the 30th November, the enemy's war-boats, &c. were seen by the Teignmouth (then stationed at the advanced post above Kemmendine), coming down in great numbers, loaded with men. The same evening they came forward with fire-rafts, which induced Captain Goodridge (who had succeeded Captain Hardy in the command of that cruiser) to slip and go below the point, to avoid them. This unfortunately left the post exposed to a most furious attack both by land and water; but it was nobly defended by the garrison under Major Charles W. Yates, consisting of the 26th Madras native infantry and a mere handful of Europeans, supported on the river by a small naval force,

On the 1st December, at day-light, numerous and apparently formidable masses of the advancing enemy were discovered issuing from the jungle, and moving at some distance upon both flanks of the British army, for the purpose of surrounding it, which Sir Archibald Campbell allowed them to effect without interruption, leaving his own troops only the narrow channel of the Rangoon river unoccupied in the rear. Observing the right corps of Bandoola's force cross to the Dalla side, and one division occupy the almost inaccessible ground on the bank of the river, from which a distant fire was soon opened upon the shipping, Captain Ryves (his senior officer not having yet returned from Pegu,) immediately procured from the commander-in-chief a guard of 100 sepoy for the transports; then placed the *Arachne* in her usual situation, about one mile and a half in advance of the fleet, to enfilade the Madras lines, and ordered Captain Goodridge back to support the post at Kemmendine.

In the afternoon, a detachment under Major Sale, consisting of H. M. 13th regiment, and the 18th Madras native infantry, broke through the entrenchments which the enemy, with their usual dexterity, had already thrown up; and after killing a number of men, and destroying their works, returned loaded with military spoil. In the evening of the same day, two companies of the 38th, under Captain Hugh Piper, drove back a considerable force, which was approaching inconveniently near to the N. E. angle of the Shwe-da-gon pagoda; and, on the following morning, a party was dislodged from a commanding situation in front of the north gate of that stately edifice, by Captain Christopher Wilson, with two companies of the 38th, and a detachment of native infantry. During the night of the 1st December, the *Teignmouth* was again driven from her station by fire-rafts, and the post at Kemmendine thereby subjected to furious and incessant attacks. In his account of the operations of December 1st, Major Snodgrass at length acknowledges the value of naval co-operation, which his excellent commander-in-chief had long before fully discovered and appreciated. At page 99 of his narrative, the Major says, "the day had scarcely dawned

when hostilities commenced with a heavy fire of musketry and cannon at Kemmendine, the reduction of that place being a preliminary to any general attack upon our line. The firing continued long and animated; and from our commanding situation at the Great Pagoda, though nearly two miles distant from the scene of action, we could distinctly hear the yells and shouts of the infuriated assailants, occasionally returned by the hearty cheers of the British seamen, as they poured in their heavy broadsides upon the resolute and persevering masses. The thick forest which separated us from the river, prevented our seeing distinctly what was going forward; and when the firing ceased, we remained for a short time in some anxiety, though in little doubt as to the result of the long and spirited assault. At length, however, the thick canopy of smoke which lowered over the fierce and sanguinary conflict gradually dissolving, we had the pleasure of seeing the masts of our vessels lying at their old station off the fort—a convincing proof that all had ended well on our side.” At page 104 *et seq.*, we find the following passages:—

“ During the day, repeated attacks on Keminidine had been made and repulsed; but it was not until darkness had set in, that the last desperate effort of the day was made, to gain possession of that post. Already the wearied soldiers had lain down to rest, when suddenly the heavens and the whole surrounding country became brilliantly illuminated by the flames of several tremendous fire-rafts, floating down the river towards Rangoon; and scarcely had the blaze appeared, when incessant rolls of musketry and peals of cannon were heard from Kemmendine. The enemy had launched their fire-rafts into the stream with the first of the ebb tide, in the hope of driving the vessels from their stations off the place; and they were followed up by war-boats ready to take advantage of the confusion which might ensue, should any of them be set on fire. The skill and intrepidity of British seamen, however, proved more than a match for the numbers and devices of the enemy: entering their boats, they grappled the flaming rafts, and conducted them past the shipping, or ran them ashore upon the bank. On the land side the enemy were equally unsuccessful, being again repulsed with heavy loss, in the most resolute attempt they had yet made to reach the interior of the fort.

“ The fire-rafts were, upon examination, found to be ingeniously contrived, and formidably constructed, made wholly of bamboos firmly wrought together, between every two or three rows of which a line of earthen jars



of considerable size, filled with petroleum, or earth-oil and cotton, were secured; other inflammable ingredients were also distributed in different parts of the raft, and the almost unextinguishable fierceness of the flames proceeding from them can scarcely be imagined. Many of them were considerably upwards of a hundred feet in length, and were divided into many pieces attached to each other by means of long hinges, so arranged, that when they caught upon the cable or bow of any ship, the force of the current should carry the ends of the raft completely round her, and envelope her in flames from the deck to the main-top-mast head, with scarcely a possibility of extricating herself from the devouring element. With possession of Kemmendine, the enemy could have launched these rafts into the stream, from a point where they must have reached our shipping in the crowded harbour; but while we retained that post, they were obliged to despatch them from above it, and the setting of the current carried them, after passing the vessels at the station, upon a projecting point of land, where they almost invariably grounded; and this circumstance, no doubt, much increased Bandoola's anxiety to drive us from so important a position."

Things were in this state when Captain Chads returned from Pegu, at 8 A. M., on the 2nd December. He immediately sent the *Arachne's* pinnace up, under Lieutenant Kellett and Mr. Valentine Pickey, admiralty midshipman, to gain information and reconnoitre; and shortly after, three row-boats, under Mr. William Coyde, midshipman, with a party of seamen to fight their guns. This assistance was most timely, the garrison being pressed in every direction; from which critical situation, Lieutenant Kellett's highly judicious and determined gallant conduct immediately relieved them, by clearing both their flanks of the enemy, by showers of grape shot. This service performed by the pinnace, with a single carronade, in the face of hundreds of the enemy's boats, was the admiration of the whole garrison; and Major Yates expressed himself to Captain Chads in terms the most gratifying, "for the able assistance Lieutenant Kellett had afforded him."

The *Teignmouth* shortly afterwards resumed her station, and was constantly engaged with the enemy's war-boats, which had long guns in their bows, and annoyed her a great deal. In the afternoon, finding the Burmese were making every effort to gain possession of Kemmendine, and as that post was of the last importance, both in a military and naval

point of view, Captain Chads ordered the *Sophie* up for its support, with three more gun-boats, and those already there, under Lieutenant Kellett, to remain. Observing, also, that the enemy upon the Dalla side had begun to throw up works, he likewise directed the *Satellite*, in charge of Lieutenant Dobson, with a party of seamen from the *Arachne*, to the support of the *Good Hope* transport, and several small gun-vessels, already for some time stationed there.

Early on the 3rd December, the *Sophie* took her station off Kemmendine. The enemy again brought fire-rafts down, with their war-boats firing shot over them, to prevent the approach of the British. The *Sophie* cleared the rafts, but the *Teignmouth* was touched by them, and on fire for a short time, sustaining however no serious damage. "British seamanship," says Major Snodgrass, "finally triumphed over every device of the crafty and ingenious enemy." During this day the Burmese war-boatmen became extremely daring, finding their shot went farther than those of the British; upon which Captain Chads sent Captain Ryves two long 9-pounders, and enabled him to keep them farther off. Still, however, they continued to evince surprising boldness, and it was thought right to endeavour to give them a check. Accordingly, the latter officer placed the whole of his disposable force of Europeans, about 80 in number, (including Lieutenant Goldfinch, Messrs. Pickey, Coyde, Scott, and Murray, midshipmen; Lieutenant Curtis Clarke, of the Bombay marine; Mr. Lindquist, in charge of the row-boats; and Messrs. George Boscawen, midshipman in the Hon. Company's service,) under the orders of Lieutenant Kellett. This force was put into the *Arachne's* pinnace and eight other boats, and, as the moon went down on the morning of the 4th December, they shoved off, and pulling upon the contrary shore to the enemy, by day light came abreast of and boldly made a dash at them: the Burmese were completely taken by surprise, but did not run till the British were within pistol shot, when their confusion was great, and they fled with all haste, keeping up a smart fire. Lieutenant Kellett, in the pinnace,

came up with some of the rearmost, which were soon run ashore and deserted; and Lieutenant Goldfinch, passing him whilst taking possession, captured one bearing the flag of the Burman chief, her crew also flying into the jungle. The chase was continued three or four miles, when Lieutenant Kellett judged it prudent to secure his prizes, having an enemy of considerable force in his rear, up another branch of the river. The result of this gallant attack was the capture of seven war-boats, one of which was 96 feet long, 13 feet 6 inches in breadth, and 6 feet deep, pulling 76 oars, and, as did three of the others, mounting a long 9-pounder on the bow. "Lieutenant Kellett's conduct on this, and on former occasions, speaks for itself, and," says Captain Chads, "I trust will meet with its due reward. Lieutenant Goldfinch is a valuable officer, and merits every praise; Lieutenant Kellett reports the high gallantry of every individual under his command. On their return, they cut adrift and brought down a large floating stockade from Pagoda Point; and what adds to the value of this service is, that it was performed without the loss of a man." In Sir A. Campbell's report to the Supreme Government, of the operations of his army at this period, we find the following passages:

"During the 3d and 4th, the enemy carried on his labours with indefatigable industry, and but for the inimitable practice of our artillery, commanded by Captain Murray, in the absence, from indisposition, of Lieutenant-Colonel [Charles] Hopkinson, we must have been severely annoyed by the incessant fire from his trenches.

"The attacks upon Kemmendine continued with unabating violence; but the unyielding spirit of Major Yates and his steady troops, although exhausted with fatigue and want of rest, baffled every attempt on shore, while *Captain Ryves*, with H. M. sloop *Sophie*, the H. C. cruiser *Teignmouth*, and some flotilla and row-gun-boats, *nobly maintained the long established fame of the British navy, in defending the passage of the river against the most furious assaults of the enemy's war-boats, advancing under cover of the most tremendous fire rafts, which the unwearied exertions of British sailors could alone have conquered.*"

Sir Archibald next proceeds to acquaint the Governor-General in Council, that the "intrepid conduct of Lieu-



tenants Kellett and Goldfinch merits the highest praise ;” and he then adds :

“The enemy having apparently completed his left wing, with its full complement of artillery and warlike stores, I determined to attack that part of his line early on the morning of the 5th. *I requested Captain Chads, the senior naval officer here, to move up to the Puzendown creek during the night, with the gun-flotilla, bomb-ketch, &c. and commence a cannonade on the enemy’s rear at day-light. This service was most judiciously and successfully performed by that officer, who has never yet disappointed me in my most sanguine expectations.* The enemy was defeated and dispersed in every direction. The Cassay horse fled, mixed with the retreating infantry, and all their artillery, stores, and reserve depôts, which had cost them so much toil and labour to get up, with a great quantity of small arms, gilt chatahs, standards, and other trophies, fell into our hands. Never was victory more complete or more decided, and never was the triumph of discipline and valour, over the disjointed efforts of irregular courage and infinitely superior numbers, more conspicuous.”

The naval force employed in the Puzendown creek was composed of the steam and mortar-vessels, a few of the gun-flotilla, and several transports’ boats, with about 40 European soldiers to make an appearance. Mr. Archibald Reed, admiralty midshipman, was with Captain Chads, and “rendered him much service.” In the mean time, the *Satellite* was very closely and warmly engaged, as she had also been during the nights of the 2d, 3rd, and 4th, with the enemy at Dalla, whose shot struck her in every direction, and greatly injured the rigging ; but as Lieutenant Dobson had taken the precaution to stockade her all around with bamboo, she fortunately had not a man killed or wounded.

The Burmese left wing thus disposed of, Sir Archibald Campbell patiently waited its effect upon the right, posted in so thick a forest as to render any attack in that quarter in a great measure impracticable. On the same day, he wrote to Captain Chads in the following terms :—

“My dear Sir,—A thousand thanks for the essential diversion you made this morning to the left and rear of the enemy. Their defeat has been, indeed, most complete ; the game is, I think, now up with them, and the further conquest of the country easy—thanks to all the good and fine fellows under our command by water and land.”

On the 6th in the morning, finding the enemy still persisting in his attacks on Kemmendine, Captain Chads sent the mortar-vessel up there, which rendered the post very essential service, and relieved the garrison considerably. The war-boats still continued in sight in great numbers, but at a respectful distance.

On the same day, Sir Archibald Campbell had the pleasure of observing that Maha Bandoola had brought up the scattered remnant of his defeated left, to strengthen his right and centre, and continued day and night employed in carrying on his approaches in front of the Shwe-da-gon pagoda. This he was allowed to do with but little molestation, as it was rightly imagined that "he would take system for timidity." On the morning of the 7th, he had his whole force posted in the immediate front of the British army—his first line entrenched so close, that the men in their barracks could distinctly hear the bravadoes of the Burmese soldiers. Upwards of thirty fire-rafts and large boats, all lashed together, and reaching nearly across the river, were brought down against the shipping; but, although the *Sophie* was touched by one of them, they were productive of no mischief.

The time had now arrived to undeceive the enemy in their sanguine but ill-founded hopes. Sir Archibald Campbell made his arrangements, and at 11-30 A. M., every thing was in readiness to assault their trenches. A short but heavy cannonade ensued, and at noon the British columns moved forward to their respective points of attack. They were saluted, after a momentary pause, by a very spirited fire, in spite of which they advanced to the works, and quickly put their defenders to the route. The Burmese left many dead behind them, and their main force was completely dispersed. On receiving this information, Captain Chads sent every disposable man from the *Arachne*, under Mr. James B. Manley, acting master, with twenty sepoy, in the steam-vessel, up to Captain Ryves, to endeavour to intercept their boats and cut off their retreat; they had, however, already deserted the neighbourhood of Kemmendine.

“ Thus,” says Captain Chads in his official report, “ has this formidable attack ended in the total discomfiture of the enemy ; having called forth from the very small force I have the honor to command, in every instance, the greatest gallantry and uniform good conduct, *under the utmost exertions by day and night, the greatest part of them having been in the boats since the starting of the expedition for Pegu, on the 26th ultimo.*

“ From Captain Ryves I have received all the aid and counsel that a good and valuable officer could afford ; his determined perseverance in holding his ground, when the fire-rafts came down, merit the highest commendation ; and from his ready and zealous co-operation with the post at Kemmendine, that place was greatly relieved in the arduous contest it was engaged in.

“ Of Lieutenant Kellett I cannot speak in terms sufficiently strong to express my admiration of his uniform gallantry.

“ Lieutenant Goldfinch’s conduct has also been most conspicuous, together with that of all the midshipmen named in my reports, not one of whom but has shewn individual acts of great bravery.

“ Also to Mr. Manley, the master, who has, from necessity, been frequently left in charge of the ship during my absence, I feel much indebted \*.”

In another despatch, addressed to Sir Archibald Campbell, the commander of the *Arachne* says :—

“ It becomes a most pleasing duty to me to recommend to your favorable notice, officers in the Honorable Company’s service, whose good conduct has been conspicuous in the recent attack of the enemy. The first I ought to name is Mr. W. Binny, agent for transports of the Bengal division, in charge of the *Good Hope* transport—that ship, Sir, with the British crew of the *Resource*, who handsomely volunteered, did all the duties of a man-of-war, in silencing the enemy’s guns as they mounted them at Dalla. Mr. Hornblow, agent for transports of the Madras division, in charge of the *Moira*, has also shewn very great zeal in forwarding all the late arduous services ; and the British crew of his ship, in charge of the mortar-vessel, have continued their usual good conduct. In the attack on the enemy’s war-boats, Lieutenant Kellett speaks in high terms of the gallantry of Lieutenant Clarke and Mr. Boscawen, of the H. C. cruiser *Teignmouth*, and Mr. Lindquist, in charge of the row-boats ; this latter young officer I have also had much reason to be pleased with.”

---

\* Lieutenant Keele was then at Martaban, where he remained in command of the naval detachment until all the European troops were ordered back to Rangoon, about the end of 1824.



The loss sustained by the Burmese, from the 1st to the 7th December, is supposed to have been at least 5000 men killed and wounded; but they suffered most in arms and ammunition, which they could not easily replace; 29 guns (of which eight were brass), 200 jingals, 900 muskets, 360 round shot, 2000 spears, and 5000 intrenching tools, fell into the hands of the conquerors; besides which, 10,000 pounds of gunpowder, many muskets, spears, swords, and other implements, of which no account appears to have been taken, were captured and destroyed. The British had not more than 26 killed and 252 wounded.

On the 8th December, Sir Archibald Campbell reported to the Governor-General in Council, that *his "obligations to Captains Chads and Ryves, and the officers and seamen of H. M. navy, were great and numerous. In Captain Chads himself,"* says the General, *"I have always found that ready alacrity to share our toils and dangers, that has ever characterized the profession he belongs to, and the most cordial zeal in assisting and co-operating with me on every occasion."*

On the evening of the same day, Sir Archibald Campbell found that the enemy's corps of observation on the Dalla side of the river had not been wholly withdrawn, probably from ignorance of what had taken place on the 7th, in front of the Shwe-da-gon pagoda; and as he was well aware they would not remain long after the news of Bandoola's defeat reached them, he at once determined to assault their works. Detachments from three regiments were immediately ordered under arms, and Captain Chads was requested to make a diversion up the creek upon the enemy's right flank. After dark, all the boats assembled alongside the Good Hope transport; and, just as the moon arose, they moved across the river; the troops, under Major Charles Ferrior, of the 43rd Madras native infantry, landed to the northward, whilst Captain Chads, accompanied by Lieutenant Kellett and Mr. Reed, proceeded up the creek, and opened his fire; the Satellite doing the same to distract the enemy: the troops then advanced, and jumped, without a moment's hesitation,

into the trenches; many Burmese were slain in the short conflict that ensued; they were driven, at the point of the bayonet, into the jungle in their rear; and several guns, with many small arms, taken. In this affair, the British had two killed, and several, including five of the naval detachment, wounded. Lieutenant Dobson having landed immediately after the troops, was one of the first to enter the enemy's works.

In a general order, issued at Rangoon, on the 12th December, Sir Archibald Campbell again "acknowledges his highest obligations to Captain Chads," and "requests that he will communicate to Captain Ryves, who so effectually supported the post of Kemmendine, his warmest thanks." The passage concludes thus: "*the conduct of both officers and men during the whole affair was characteristic of the British navy!* WHAT CAN BE SAID MORE TO THEIR HONOUR?"

On the evening of the 12th, a deserter from the enemy informed Sir Archibald Campbell, that Maha Bandoola had re-collected his beaten troops, and received considerable reinforcements on his retreat; which latter circumstance had induced the chiefs (to whom he had for the present resigned his command) to determine on one more great effort to retrieve their disgrace. For this purpose, it afterwards appeared, they succeeded in forming a force amounting to between twenty and twenty-five thousand men; with which they returned to Kokeen, distant four miles from the Shwe-da-gon pagoda, and immediately commenced intrenching and stockading with a judgment, in point of position, such as would do credit to the best instructed engineers of the most civilized and warlike nations. The deserter also declared it to be their intention to attack the British lines on the morning of the 14th (pronounced a fortunate day by their soothsayers), determined to sacrifice their lives at the dearest rate, as they had nothing else to expect than to do so ignominiously, by returning to the presence of their monarch, disgraced and defeated as they had been. This information was too circumstantially given to be disregarded, and Sir Archibald

Campbell prepared accordingly: the enemy's movements, next day, left little doubt on his mind of the truth of the deserter's information. Previously to this, the *Sophie* had been recalled from Kemmendine, and the Hon. Company's cruiser *Prince of Wales*, commanded by Lieutenant William S. Collinson, ordered to relieve her. On the 13th, the gallant defender of that post addressed two letters to Captain Chads, of which the following are copies:—

“ My dear Sir,—Mr. Midshipman Lindquist acquaints me, that I am to be attacked this night. May I beg Kellett and his brig, and his boats, and the *Powerful*? Alas! the dear *Sophie* has forsaken me, and no *Prince* or *Potentate* can replace her in my confidence and affection. Prithee keep the *Prince of Wales*, and cheer my heart again with the presence of *Sophie*. Believe me ever your obliged and faithful,

(Signed)

“ C. W. YATES.”

“ My dear Sir,—My little band are at their post. The fires of the enemy are all around me. I hope you will excuse my having detained Mr. Lindquist, and his three boats, until I may hear from you. I have 200 natives short of the force I had the other day, and 27 Europeans. If the *Prince of Wales* comes I can expect no aid, as her commander is junior to the captain of the *Teignmouth*, which ship, having twice deserted me, I cannot look for aid from.

“ Yours ever faithfully,

(Signed)

“ C. W. YATES.”

In consequence of this pressing request, Captain Chads sent the *Sophie* back to her former station; and with her, the steam-vessel, the mortar-boat, the *Prince of Wales*, and a detachment of seamen under Lieutenant Kellett. The commander-in-chief also directed 100 sepoys to proceed thither with Captain Ryves.

In the night of Dec. 13th, the enemy recommenced offensive operations, particularly by annoying the vessels off Kemmendine with immense fire-rafts, one of which consisted of upwards of sixty canoes, besides bamboo rafts, all loaded with oil and combustibles. On the 14th, about 2-30 A. M., their emissaries succeeded in setting fire to Rangoon, in several places at once, by which one-fourth of the town, including the quarters of the Madras commissariat, was destroyed, notwithstanding the utmost efforts of the garrison,



the officers and men of the *Arachne*, and the well-disposed part of the inhabitants, to subdue the flames.

The 14th passed without any other attempts on the part of the enemy; during the day, however, he was seen above Kemmendine, transporting large bodies of troops from the Dalla to the Rangoon side of the river. For many urgent reasons, Sir Archibald Campbell determined to attack him on the following day, rather than wait his pleasure as to time and place of meeting.

Thinking it probable that the enemy's preparations for fire-rafts might be destroyed, and as he had before sent a force up the Panlang branch of the river, without finding any thing, Captain Chads now resolved to despatch one up the Lyne branch, under Lieutenant Kellett, consisting of the steam-vessel, with forty marines and soldiers for her defence; the *Prince of Wales*, towed by the *Diana*; and the pinnaces of the *Arachne* and *Sophie*. He thus describes the result of this expedition, in an official letter to Captain Coe, dated Dec. 16, 1824.

“ Before day-light yesterday morning, they proceeded with the first of the flood, and at a short distance above Pagoda Point, saw large numbers of the enemy's war-boats, at least 200, who retired in good order as they advanced, keeping up a smart fire from their long guns, five boats having them mounted, and taking their distance that the carronades should not reach them; when about seven miles up, a raft was drawn right across the river, and set on fire by them, to prevent the advance of our vessels; but an opening was found, and Lieutenant Kellett, now seeing the river quite clear, with great judgment, decreasing the power of steam, deceived the enemy, and lulled them into security; when, putting on the whole force again, and casting off the *Prince of Wales*, he was immediately within grape and musketry distance; the enemy, finding themselves in this situation, drew up in a regular line to receive him: this little band was not, however, to be daunted by their show of resistance, but nobly dashed on, although the *Prince of Wales* was out of sight; the heavy fire from the boats' carronades, and musketry, threw the enemy into confusion and panic, and they flew in all directions, leaving us in possession of three of their large war-boats; one belonging to the chief, mounting three guns, and pulling 60 oars; the other two, one in their bow, 9 and 6-pounders; with about forty other boats of all descriptions, many of them loaded with ammunition and provisions for their army before Rangoon.

“ The securing of thirty of these boats, and destroying the others, took

up the whole of the flood; when Lieutenant Kellett, having most fully accomplished my instructions and wishes, returned, destroying, on his way down, quantities of materials for fire-rafts, and a great many canoes laden with earth-oil. The enemy's loss in killed and wounded must have been very great; we, I rejoice to say, had not a man hurt, the steam-vessel having been stockaded to secure the people.

"I cannot find words sufficiently strong, in which to recommend Lieutenant Kellett's uniform gallantry to you; his conduct on this, as well as former occasions, proves him a most valuable officer. Lieutenant Goldfinch, of the *Sophie*, I have also frequently had occasion to name to you, and, with pleasure, I repeat my former recommendations; he was in the *Sophie's* pinnace, with Mr. Murray, midshipman. Mr. Tomlinson, admiralty midshipman, commanded the *Arachne's* pinnace; and Mr. Winsor, admiralty midshipman, was in charge of the steam-vessel, and shewed his usual judgment and good conduct.

"Lieutenant Kellett speaks in the highest terms of the determined steady conduct of every man under him, soldiers, sailors, and marines; and feels much indebted to Lieutenant Collinson, commanding the *Prince of Wales*, for the able assistance that vessel rendered him."

During these operations, of which Major Snodgrass takes no notice, Sir Archibald Campbell attacked the enemy in the same direction, and gained a most brilliant victory. With only 1300 infantry, he stormed, and carried by assault, the most formidable intrenched and stockaded works which he had ever seen, defended by upwards of 20,000 men, under the command of the Maha Silwah, an officer of high rank and celebrity, late Governor-General of Assam. In the despatch announcing this great achievement, Sir Archibald says, "*our gallant friends afloat were determined not to let the auspicious day pass without their share of its operations. Every day's experience of the zeal and cordiality with which Captain Chads, and every individual composing the naval part of the expedition, co-operates with me in carrying on the combined service, increases my sincere obligations, and merits my warmest thanks.*" The loss sustained by the British army, on the 15th December, amounted to 18 killed and 118 wounded.

Previous to the intelligence of Sir Archibald Campbell's last victory reaching Calcutta, the Supreme Government had issued a general order, of which we shall here give two extracts:—

“The official despatches already published in an Extraordinary Gazette having announced the late brilliant achievements of the British arms at Rangoon, the Right Honorable the Governor-General in Council now proceeds to the discharge of a most gratifying duty, in signifying, in the most public and formal manner, his high admiration of the judgment, skill, and energy, manifested by Brigadier-General Sir Archibald Campbell, in directing the operations of the troops under his command, on that important and arduous occasion. \* \* \* \* \*

*“The Governor-General in Council seizes this opportunity of expressing his warm acknowledgments to Captain Chads, of H. M. S. Arachne, the senior naval officer at Rangoon, and to Captain Ryves, of H. M. S. Sophie, for their distinguished personal exertions, and requests the former to convey to the officers and crews of H. M. ships, of the H. C. cruisers, as well as the officers and men of the transports who volunteered their services, the sense which Government entertains of their gallant conduct in the several actions with the enemy’s war-boats, when they so conspicuously displayed the irresistible and characteristic valor of British seamen.”*

On the 17th December, the following correspondence took place between Captain Chads and the commandant of Kemmendine :—

“My dear Sir,—Considering your post now secure, and the war, *as a war against fire*, I have deemed it right to recall the Sophie and mortar-boat, as the more vessels the greater risk, and the responsibility is very great and heavy on the shoulders of so junior an officer as myself. Whilst danger threatened you, I was willing to incur all risk, and make any sacrifice, feeling the very welfare of the whole expedition hung on the result of your gallant exertions. The two cruisers remain, and they have my directions *now* not to be too tenacious in holding on against fire-rafts. Believe me, my dear Sir, yours very faithfully,

(Signed)

“H. D. CHADS.”

“*To Major Yates, &c. &c.*”

“My dear Sir,—Believe me, I feel as I ought the depth of obligation I owe to you; and that, while grateful for the aid you have afforded me, I was fully sensible of the extent of responsibility to which your ardour in the cause had induced you to expose yourself. I feel with you the necessity of your present arrangements, and am confident that your own personal exertions, in the active employ of your boats, will impart to those arrangements stability which will secure your ultimate object. I cannot tell you how proud I feel of your approval. Believe me it is infinitely more valued than that received from any other source, by yours, my dear Sir, ever faithfully,

(Signed)

“C. W. YATES.”

“*To Captain Chads, R. N.*”



In the latter part of Dec. 1824, Captain Chads sent several reconnoitring parties up both branches of the river above Pagoda Point, as far as Thesit on the one, and Than-ta-bain on the other. On the 22d of this month, Lieutenant Kellett destroyed three fire-rafts, each at least 100 feet square, composed of dried wood, piled up with oil, gunpowder, &c. On the 24th, the Larne returned from Calcutta; and soon afterwards, the army received large reinforcements from Bengal, Madras, and Ceylon: the naval force also was increased by the arrival of about twenty additional gun-boats from Chit-tagong.

The character of the war was now completely changed. The enemy no longer dared attempt offensive operations, but restricted themselves to the defence of their positions along the Lyne and Panlang rivers, to harass and detain the British force, which, agreeable to the policy that had been enjoined by the events of the war, prepared to dictate the terms of peace, if necessary, within the walls of the Burmese capital. The retreat of Maha Bandoola, to Donoobew, left the field completely open in front of the invaders' lines. Not a single armed man remained in their neighbourhood; and "numbers of the people, at length released from military restraint, and convinced of the superiority of the British troops over their countrymen, and of their clemency and kindness to the vanquished, poured daily into Rangoon: the most important result attending the return of the inhabitants to their houses, was the means which they afforded of equipping canoes for the transport of provisions, and of obtaining servants and drivers for the commissariat, with which the force was before very scantily provided, owing to the impossibility of inducing that class of people in Bengal to volunteer their services in Ava\*."

In the beginning of 1825, Sir Archibald Campbell and Captain Chads prepared to advance upon Ava, to which city the Burmese Court was then about to remove from Umera-

---

\* Snodgrass, 128—130

poora. The joint crews of the *Arachne*, *Larne*, and *Sophie*, including supernumeraries and the officers and men employed in the flotilla, at this time amounted to no more than 237 persons.

In order to leave no obstruction in his rear, Sir Archibald Campbell, on the 11th January, directed a detachment of 200 troops, under Lieutenant-Colonel R. G. Elrington, of H. M. 47th regiment, to be embarked on board two divisions of gun-boats, commanded by Captain G. T. Finnucane, of H. M. 14th regiment, and Lieutenant Joseph H. Rouband, of the Bombay marine, for the purpose of driving the enemy from the old Portuguese fort and the pagoda of Syriam (the latter doubly stockaded), both which posts they had re-occupied since their last defeat. The naval part of this expedition "*was most nobly conducted*" by Lieutenant Keele, then just returned from Martaban, who took with him 48 officers and men belonging to H. M. sloops of war.

The detachment landed under the fort, and found the bridge across the nullah removed: to make another, with planks sent for the occasion, gave the navy an opportunity of displaying their usual activity, skill, and steady courage. On this point the enemy kept up a heavy and well-directed fire, by which nearly 30 men were killed and wounded, including among the latter Mr. Atherton, acting purser of the *Larne*, and five sailors. In a few minutes, however, the bridge was laid, by the blue jackets swimming across with the planks; two of the gun-boats were also brought up the creek. On the soldiers gaining the opposite bank, and rushing upon the works, the enemy instantly fled, although the place was as strong as considerable art and indefatigable labour could render it, and was capable of making a most formidable resistance. Four guns were found in the fort, and upwards of twenty swivels.

At the attack of the Syriam pagoda, next morning, "the sailors assisted in manning the scaling ladders, and *Lieutenant Keele was the first person over*" the stockade at the foot of the edifice: here ended the military operations, for

the enemy made no further resistance, and parties were immediately formed to burn and destroy the works\*.

Lieutenant Keele reported in the highest terms the steady bravery and good conduct of Lieutenants Fraser and Bazely; Messrs. Lett, Coyde, Michell, Cranley, and Scott, midshipmen; Mr. Atherton, and of every man attached to the flotilla. One occurrence we feel it but justice to name, as shewing a truly British spirit. A soldier, in crossing the bridge, fell overboard and would have been drowned, but for the gallantry and humanity of Mr. Scott, who instantly jumped after him, under the enemy's heavy fire, and was himself exhausted when brought on shore.

On the 15th of January, a letter arrived from Maha Bandoola, addressed to the European merchants who were residing at Rangoon previous to the invasion of Ava. Although of a vague and indefinite character, it evinced a material alteration in the temper of that chieftain, and a disposition, if not to treat for peace, at least to respect his antagonists. The tenor of this letter (which was the first that had ever been received from him), and its being addressed to non-official persons, precluded its being made the basis of a negotiation; but an answer was written by Sir Archibald Campbell, pointing out to Bandoola the propriety of addressing the British General direct, if he had any communication to make, to which he was desirous the latter should pay regard, and assuring him that Sir Archibald would ever be accessible to any correspondence of an amicable purport. No notice of this was taken by the Burmese commander, and even if sincere in his first advance, the re-assembling of his forces at Donoobew probably encouraged him to make another appeal to the chance of war.

On the 22nd January, H. M. ship Alligator arrived at Rangoon, and Captain Chads was succeeded in his extremely arduous command, by Captain Alexander. Up to this period he had been acting solely on his own responsibility, not having

---

\* Lieutenant-Colonel Elrington's official letter. Major Snodgrass, however, does not make any mention of this expedition.



met with a senior officer since the Arachne's arrival in India. On the 24th of the same month, Captain Coe, then at Trincomalee, acknowledged the receipt of his various despatches, and thanked him for his "zeal, activity, and officer-like conduct, evinced in the various successful attacks on the enemy, by the combined naval and military force employed in the river Rangoon." Captain Coe also requested him to convey to Captain Ryves, the officers, &c. &c. &c. of the Arachne and Sophie, the high opinion he entertained of the bravery and coolness displayed by them, in the many opportunities they had had of distinguishing themselves in action with the enemy. "My warmest acknowledgments," said he, "are due to Captain Ryves, acting Lieutenant Goldfinch, and Mr. Winsor, with Lieutenant Kellett of the sloop you command, whose name ranks foremost amongst those who have distinguished themselves; and I beg to add, that the services of those officers, as well as all employed, shall be laid before the Lords Commissioners of the Admiralty." In another letter, dated March 29th, Captain Coe says, "I have to acknowledge the receipt of your communications of the 14th and 17th January last, and feel much gratified by the continued and successful exertions of the officers, seamen, and marines under your command, to whom I am again to request you will convey my warmest thanks, more particularly to Lieutenant Charles Keele, of the Arachne, and Mr. Scott, of the Sophie, whose gallant exertions in the cause of humanity, shall be represented to the Lords Commissioners of the Admiralty, to whose attention I have before had the honor of submitting various despatches relative to the gallantry of the squadron employed at Rangoon."

---

## CHAPTER III.

“THE means of the British commander-in-chief, did not enable him to equip a large land column, nor under any circumstances would it probably have been practicable to attempt an exclusive land movement, upon a point at the distance of 600 miles from his depôts: an unlimited command of carriage could alone have enabled him to do so—in which case he might, probably, have advanced by the shortest and best road upon the capital, *viâ* Pegu and Tonghoo, turning all the enemy’s positions on the Irrawaddy, and taking him unprepared on a new line of operations, with his troops posted at a distance. It was, however, obvious, that these advantages must be sacrificed to the one great and important point of securing the river communication, for the conveyance of supplies to the army in the field, and for which purpose a combined land and water movement was determined on—the land column advancing in a direction parallel to, and at no great distance from the river, with a view to mutual co-operation and support\*.”

In the beginning of Feb. 1825, the flotilla was employed in supporting a large body of Peguers, who, in consequence of a proclamation circulated by Sir Archibald Campbell, had left Panlang and retired into the Dalla district, where they maintained so good a front, that, although followed by a Burmese force, the latter dared not to attack them.

Previous to the advance upon Ava, it was necessary to open a passage up the Lyne river, for which purpose a force was detached under Lieutenant-Colonel Godwin and Captain Chads, who captured a large stockade at Than-ta-bain, with 36 guns mounted, and destroyed an immense number of fire-

---

\* Snodgrass, 132, *et seq.*

rafts and canoes filled with combustibles, for the annoyance of the British shipping. "A detail of the operations of the column," says Sir Archibald Campbell, "affords me another opportunity of bringing to the notice of the Right Honorable the Governor-General in Council, the judgment and decision of Lieutenant-Colonel Godwin and Captain Chads; and bearing no less honorable testimony to the irresistible intrepidity so often displayed both by soldiers and sailors on this expedition."

The naval force employed consisted of the *Satellite*, *Diana*, *Prince of Wales*, fifteen row gun-boats, seven boats belonging to H. M. squadron, and several flats and canoes. The officers sent under Captain Chads were Lieutenants Dobson, Keele, Kellett, and Fraser; acting Lieutenants Goldfinch and William Hayhurst Hall; Mr. Lett, master's-mate; Messrs. Norcok, Winsor, Wyke, Biffin, Pickey, Reed, Coyde, Tomlinson, and Scott, midshipmen; and Mr. William Watt, surgeon of the *Arachne*, who had invariably volunteered, and been with Captain Chads on every previous service, and whose kind care of the sick and wounded was always unremitting.

On the 5th Feb., the troops selected for this service were embarked, and the expedition proceeded up the river. On the morning of the 6th, a flag of truce was sent forward with two Burmese prisoners, conveying a proclamation issued by Sir A. Campbell, which was received by the enemy, and replied to most respectfully, explaining the inability of the chief to surrender, in a language of mildness rarely used by this vain and barbarous people.

At 5 P. M., the *Satellite*, towed by the *Diana*, advanced upon the enemy's position, which was a strong and imposing one, upon the point of a peninsula, forming a branch of the river going off at a right angle to Panlang, measuring three-quarters of a mile on its water front, built of teak-timber, very high, strongly stockaded, and abattised down to the water's edge, but entirely open in the rear. The boats, in three divisions, were led by Lieutenants Keele, Kellett, and Fraser.



The British vessels were allowed to approach within half a mile before the enemy opened their fire, which proved extremely heavy, and raked the *Satellite* until she brought up by the stern with a bower anchor, the *Diana* hanging by her, at about forty yards distant from the enemy's works, enfilading the whole of their right, and commanding their left abreast of her; in performing which Lieutenant Dobson and Mr. Winsor rendered Captain Chads much assistance. The *Satellite's* broadside was then opened with great effect, and on board the *Diana* a detachment of the Bengal rocket-corps, under Captain Charles Graham, showed admirable practice; in a quarter of an hour the enemy were seen in great confusion, and orders given to storm, which was done in gallant style. *Lieutenant Keele and acting Lieutenant Hall, with their boats' crews, "were the first to enter the enemy's position, and,"* adds Lieutenant-Colonel Godwin, *"their conduct was most conspicuous. These were followed by Captain O'Reilly, with the grenadiers of H. M. 41st regiment."* The resistance within was trifling, although the place was garrisoned by two thousand fighting men. The enemy suffered severely, and were followed for a mile and a half; a few prisoners were taken, and many deserters came in the following day. The loss on the part of the assailants amounted to no more than one seaman drowned, and three soldiers, four British sailors, and two Lascars wounded\*.

---

\* Upon approaching the stockade, Mr. George Wyke, midshipman of the *Alligator*, jumped overboard from that ship's launch, holding his sword, by the becket, in his mouth, with a hope of getting on shore before any of his companions. The strong tide and great depth of water rendered his situation extremely dangerous; but fortunately he got hold of an oar, thrown to him by Mr. Valentine Pickey, and was rescued in time to enable him to enter the stockade amongst the foremost of the assailants. While Mr. Wyke was resting on the oar, the loom of it was carried away by one of the enemy's shot.

On the 18th Dec. 1827, this young officer, then serving under Sir Thomas Staines, in the *Isis 50*, jumped from the taffrail of that ship, and saved the life of a valuable seaman, who had fallen overboard in the Mediterranean; the wind then blowing strong, the ship in stays, and the weather very cold. Mr. Wyke has since passed his examination.

Immediately after the capture of the above stockade, Captain Chads sent a division of boats up both branches of the river, under Lieutenants Keele and Kellett, who took and destroyed many of the enemy's war-boats.

On the morning of the 7th, Lieutenant Keele was again sent with some gun-boats and troops up the Panlang branch, to explore; and Captain Chads, with Lieutenant-Colonel Godwin and the remaining gun-boats, went up the main branch for the same purpose. The former officer proceeded about twenty-two miles with abundance of water, and the river never less than thirty-five yards wide; his commander ascertained that there were no local obstacles to the progress of gun-vessels carrying provisions for the army to Meondaga, formerly an extensive village, on the banks of a rivulet falling into the Lyne river, and about fifty miles distant from Rangoon; but positive directions for the return of the troops by a fixed period prevented him proceeding to the commencement of this branch from the great river, which he had reason to believe he could have accomplished in another tide. Both divisions met with and destroyed hundreds of fire-rafts and canoes similarly prepared, lying on the bank of the river for upwards of fifteen miles, some of which the enemy lighted and launched as the boats approached. This service was effectually performed by acting Lieutenants Goldfinch and Hall.

Never were there a better spirit and mutual good will shewn between the two services than on this occasion; every individual, military and naval, did his duty with the greatest cheerfulness and gallantry. Some of the troops were left to occupy the captured stockade as a military post, and the Prince of Wales was ordered by Captain Chads to remain there, with four gun-boats, for its support. On the 10th Feb. he received a letter from Captain Alexander, of which the following is a copy:—

“ With the greatest pleasure I acknowledge the receipt of your letter of yesterday's date, detailing your proceedings in the attack of the formidable stockade of Quangalee \*, and congratulate you most heartily on

\* Than-ta.bain.

having carried it with such a small loss, which can only be attributed to the handsome manner you brought the Satellite up.

“By the first opportunity I shall forward your letter to Commodore Coe, and shall not fail to state the many obligations I am under to you, for the judicious arrangements in planning the attack, and for the Panlang and Lain branches of the expedition getting ready.”

On the same day, Captain Alexander wrote to the acting Commodore as follows:—

“The judicious manner of anchoring the Satellite by the stern on the flood tide, with the steam-boat ahead of her, does Captain Chads the greatest credit. His arrangements and assistance since my arrival call forth my warmest thanks; a better or more indefatigable officer is not in the service, and I trust you will bring him, with the other officers, seamen, and marines employed on this service, to the favorable notice of my Lords Commissioners of the Admiralty: I hope you will excuse my noticing an individual, where all did their duty so gallantly; but in justice to acting Lieutenant Hall, I beg to call your attention to the handsome mention made of him by Captain Chads; he is in every respect a good officer, and has passed for a lieutenant near five years.”

*Extract of a letter from George Swinton, Esq. to Sir A. Campbell, dated  
“Fort William, 18th March, 1825.”*

“I am directed to acknowledge the receipt of your despatch relative to the capture of the strong post of Than-ta-bain, or Quangalee, by a detachment of troops under the command of Lieutenant-Colonel Godwin, aided by a party of seamen under Captain Chads and Lieutenants Keele and Hall. The Governor-General in Council is happy to observe, in the signal and complete success which attended the operations against Than-ta-bain, the same judgment, energy, and skill, on the part of Lieutenant-Colonel Godwin, which distinguished his conduct on the occasion of his being detached against Martaban, and which again demand the unqualified approbation and applause of his Lordship in Council.

“To Captain Chads the Governor-General in Council desires to express his constant acknowledgments for the distinguished share he bore in the action. *His Lordship in Council has also noticed, with particular satisfaction, the characteristic gallantry displayed by Lieutenants Keele and Hall, who, with their boats' crews, were the first to enter the enemy's fort, followed by Captain O'Reilly, of the grenadiers of H. M. 41st regiment.* His Lordship in Council requests that these sentiments of the Supreme Government may be conveyed to Captain Chads and Lieutenants Keele and Hall, through the senior officer of his Majesty's ships. \*”

---

\* Major Snodgrass says not a word respecting the expedition against Than-ta-bain.



Every thing being now ready for the advance upon Ava, Sir Archibald Campbell formed such force as he possessed the means of moving, into two columns ; one to proceed by land, and the other by water. With the former, 2468 strong, he purposed moving in a direction parallel to the Lyne river, driving the enemy from all his posts upon that branch ; and to join the Irrawaddy at the nearest accessible point, for the purpose of co-operating with the marine column in driving the Bandoola from Donoobew, should its aid for that purpose be required. The point upon which the land column would join the Irrawaddy, in a country so little known, could not be fixed. The island formed by the Lyne and Panlang rivers, was represented as a wilderness of impassable jungle, but across which, it was said, the Carians, by Bandoola's order, had cut a path for the sake of communication from Meondaga to the Irrawaddy, opposite to Donoobew, by which, should it prove correct, it was intended the column should advance ; but by much the most certain route, and in many respects the most eligible, led to Sarawah, on the great river, about sixty miles from Donoobew.\* The marine column, which was placed under the orders of Brigadier-General (now Sir Willoughby) Cotton, consisted of 799 European infantry, 250 sepoy, 108 foot-artillery, and twelve of the rocket corps : these were embarked in the flotilla, consisting of two mortar-boats, six gun-vessels, thirty armed row-boats, about sixty launches, flats, canoes, &c. and all the boats of the men-of-war remaining at Rangoon, containing every disposable officer and man of the Alligator, Arachne, and Sophie ; the whole escorted by the Diana and Satellite, and under the immediate command of Captain Alexander. This force was directed to pass up the Panlang river to the Irrawaddy, and driving the enemy from his

---

\* Snodgrass, 134, *et seq.* "The Carian tribes, who cultivate the lands, are exempt from military service, and may be considered as the slaves of the soil, living in wretched hamlets by themselves, heavily taxed, and oppressed by the Burmese authorities, who treat them as altogether an inferior race of beings." *Id.* 21.

stockades, to push on with all possible expedition to Donoobew\*. A third division, 780 strong, under Major Sale, accompanied by the Larne and Mercury, was sent up the western branch of the great river, to attack Bassein; after reducing which, it was expected sufficient land-carriage might be obtained in the district, to enable it to push on to Donoobew, and form a junction with the water column, or to Henedah, where a communication with the land division might be opened; and both places were believed to be within fifty miles of Bassein.† The rest of the force at Rangoon (3781 effective men, and 134 fit only for garrison duty) was left there under Brigadier M'Creagh, who was to form a reserve column as soon as means of transport could be collected, and to follow the advance of Sir Archibald Campbell. These arrangements completed, the commander-in-chief began his march on the 13th February; the water column moved on the 16th, and the expedition against Bassein sailed on the 17th of the same month. The charge of the shipping at Rangoon was entrusted to Captain Ryves.

On the latter day, three newly built, but unoccupied stockades, were destroyed at Thesit, by the combined force under Brigadier-General Cotton and Captain Alexander. From thence to Panlang were numerous strong breast-works, and both banks of the river covered with fire-rafts. A few miles above Thesit, the light division of boats, under Lieutenant William Smith, of the Alligator, had two men mortally wounded by musketry from a stockade, which our sailors soon burnt to the ground, the enemy flying as they advanced to storm it. All the other works were found deserted. During the night of the 18th, some formidable fire-rafts were launched by the Burmese; but owing to the activity of Lieutenant Smith, their effect was totally lost. On the 19th, the extensive stockade of Panlang and its outworks were taken, after a feeble resistance, although the enemy's force was estimated at between 4000 and 5000 men, supported by a number of

---

\* Snodgrass, 136.

† *Id. ib.*

war-boats, and commanded by the Kee Wongee \*. The following are extracts of Brigadier-General Cotton's official report to Sir A. Campbell :—

“I trust I may be allowed to express, in the warmest way, the obligations I am under to Captain Alexander and Captain Chads, of the Royal Navy, for the invaluable assistance I derived from the known experience and judgment of those gallant officers. \* \* \* \* \* I have requested permission of Captain Alexander to express my obligations to Lieutenant Smith, of H. M. S. Alligator, for the gallantry and judgment with which he has always conducted the light division of boats; and I beg leave to bring him to your particular notice. He has mentioned to me, that he has derived great assistance from Lieutenants Keele and Kellett, of the royal navy.”

On the same day that the Panlang stockade and its out-works were taken, Sir Archibald Campbell arrived at Meondaga, where “accounts now poured in from all quarters of the Bandoola having retreated from Donoobew. No certain information could be obtained of any road across the Lain island; on the contrary, the Carians distinctly stated that none existed. To Sarrawah, the road was known and certain, with the additional advantage of being able to take on the provision-boats many miles further. The latter route was accordingly fixed on, not only as the best in every point of view, but as the speediest way of reaching Donoobew, should the report of its evacuation prove incorrect, and the assistance of the column be required there†.”

The Satellite having grounded as she was coming up from Thesit, did not assist at the capture of the above works; and the exertions required to get her afloat caused some delay to the progress of the water column. On the evening of the 24th, however, the light and advance divisions took up a position in the Irrawaddy, commanding the entrance of the branch leading to Panlang; on the 26th, the main body reached Talynda, distant about twenty-eight miles from the Panlang stockade, which had been converted into a depôt, garrisoned by a few native infantry, under Captain David Ross,

---

\* The principal minister of the Lotoo, or Council of State.

† Snodgrass, 144.



and left guarded by the Satellite, with 25 European soldiers on board;—here commenced the shallows of the great river, and the heavier vessels grounded. On the 27th, it was found necessary to unload the Diana and the gun-vessels, the last of which did not get into the Irrawaddy before the 5th March, there being no more than five feet water on the bar at Yangain-chay-a. Previous thereto, the light division had put thirteen war-boats to flight, while a few soldiers of the 89th regiment were landed, who drove the enemy from an outpost on the left bank of the river, killed several men, and brought off one prisoner. In the mean time, the land column had forded the Lyne river, at Theeboon, (about 58 miles from Meondaga), and marched on to Sarrawah, the head-quarters of the Burmese war-boats in Pegu. At Theeboon, Sir Archibald Campbell received a note from Brigadier-General Cotton, announcing the capture of Panlang, and the immediate advance of the marine column into the Irrawaddy. “To this point,” says Major Snodgrass, “the indefatigable perseverance of the naval officer in charge had brought our provision-boats; and here all our commissariat-carts, and means of transport, were, for the last time, fully replenished. Lieutenant Dobson, of the Larne, but who continued to command the Satellite until the middle of April, 1825, was charged with the important duty of defending the transports, &c. at Panlang, and displayed “great zeal and alacrity in forwarding the supplies from thence.”

On the morning of the 6th, the flotilla took up a position about two miles below the white pagoda of Donoobew, while Brigadier-General Cotton and Captain Alexander proceeded to reconnoitre a succession of formidable stockades, commencing at the pagoda, and increasing in strength until completed by the main work, which was lofty, and situated upon a very commanding site, surrounded by a strong abbatiss, with deep ditches and all the customary defences: the guns appeared to be numerous, and the garrison were seen in crowds upon all the works.

At 1-30 P. M., Brigadier-General Cotton sent a flag of

truce, with a summons to Bandoola to surrender the place, giving one hour for a reply, which arrived at half-past three. It contained a civil but decided refusal to accede to the proposed terms.

A detachment of 160 men, covered by the light division and some row-boats, had been prepared to land on the left bank of the river, to reconnoitre a point opposite the main stockade, which was in possession of some men belonging to war-boats, that were lying under cover of the bank. This party was immediately advanced; some of the war-boats retired under the guns on the opposite side, where they were unassailable, and the object of the reconnoissance was completely gained. During the time that the British boats were in progress, and while lying at the point, the enemy kept up an incessant fire from about thirty pieces of cannon, many of heavy calibre. The precision with which they were directed, gave a colouring of truth to the report, that the Burmese generalissimo had been for some time practising his artillery. The range had been well ascertained, and the river was commanded all across.

Not having a sufficient force to attack the main work, and at the same time maintain a free communication between his column and the depôt at Panlang, upon which the success of the campaign entirely depended, Brigadier-General Cotton found he had no option but that of landing below the whole of the stockades, and attacking them in succession, while the flotilla defended the river.

Preparations were accordingly made to commence with the pagoda stockade; and at sun-rise, on the 7th, five hundred soldiers were disembarked one mile below it: the men were formed into two columns of equal strength, under the command of Lieutenant-Colonel John William O'Donoghue and Major James L. Basden, of the 47th and 89th regiments; two 6-pounders were landed under Captain Kennan, of the Madras artillery; and Lieutenant James Paton, of the Bengal establishment, had charge of a small rocket battery. Both columns were led with the utmost

steadiness ; as they advanced, the armed boats pulled in and cannonaded ; while, at proper range, a steady fire was opened from the field-pieces and rocket-battery. This the enemy returned with a perseverance and spirit that had seldom been evinced by them ; the gorges of the work attacked were narrow, and completely occupied by the gallant troops who were forcing an entrance, which, when made good, left the Burmese, who are reported to have been 3000 strong, no alternative but a passage over their own formidable defences. They were overtaken in the last abbatis, where they stood to fire, until closed upon by the troops inside, and checked by others who had run round outside in search of an entrance to the body of the work. The dead, the wounded, and the panic-struck, fell in one common heap, in and close upon the abbatis ; of the two latter, 280 were brought in prisoners ; and the total loss of the enemy, in this affair, cannot be estimated at less than 450 men. The assailants had about 20 killed and wounded.

The second defence was about 500 yards from the pagoda stockade ; and for the immediate reduction of it, two more 6-pounders, four 5½-inch howitzers, and a fresh supply of rockets, were brought up, and placed in position. The gun-boats again began to cannonade ;—the enemy kept close, inducing the supposition that he intended to reserve his strength for the main stockade. When it was presumed that a sufficient impression had been made, 200 men, under the command of Captain R. C. Rose, of the 89th regiment, advanced in two parties to the assault ; a destructive fire was immediately commenced from all parts of the face of the work, which caused the columns to diverge to the right of the point of attack, and get into a ditch, described to be filled with spikes, and scarpred, so as to expose it to the fire of the work. All who presented themselves were knocked down ; and here Captain Rose, who had already received one wound, fell by a second shot, while persevering in the attack, and shewing a gallant example to his troops. Captain Charles Cannon, also of the 89th, a brave and deserving officer, was killed ; three other officers of the same regiment were



wounded, and the loss, in men, was extremely heavy\*. The party was at length directed to retire. The two mortars and four 12-pounder brass guns, were landed from the flotilla to increase the field battery. The enemy likewise strengthened his work, and towards evening brought more heavy guns into play. "It now became necessary to consider what would be the ultimate result of the operations; and," says Brigadier-General Cotton, "although I feel confident that I could have carried the second work, it would have been with a further loss, which would prevent an attempt upon the main stockade, and I should have been either left in a position exposed to one of superior strength, or have to relinquish the post after carrying it at a great sacrifice. There was another alternative, and, with much regret, the conviction that I should thus best forward the service, induced me to adopt the measure of re-embarking and occupying a position until I could receive a reinforcement. The guns and stores of every description were re-shipped, and after spiking the enemy's cannon, and destroying the numerous jingals and other arms which had been taken, the troops marched out steady, at 2 A. M. on the 8th, and embarked with perfect regularity, without any description of loss." The flotilla then dropped down to Youngyoun, ten miles below Donoobew, and re-occupied a strong position, from which it had moved early on the morning of the 6th.

The heavy and long continued cannonade at Donoobew was distinctly heard by the troops at Sarrawah, and left a strong conviction on their minds that the place had fallen. "Numerous natives, in the course of that day and the following night, confirmed the belief, by unqualified accounts of Bandoola's total rout. "Many urgent reasons," says Major Snodgrass, "called for our immediate advance, as well to prevent the enemy from reaching, and perhaps occupying Prome with his defeated army, as to deprive the people in our front of sufficient time for burning and laying waste the

---

\* About 94 killed, wounded, and missing; in addition to which, the flotilla had two men slain and thirteen wounded.

country, which they would no doubt immediately commence, when the fall of Donoobew was known. The following day was, however, given to the chance of hearing from Brigadier-General Cotton, and accounts still poured in of the Bandoola's hasty retreat."

Early in the morning of the 11th March, Sir Archibald Campbell, then at U-au-deet, a town of considerable extent, upon the banks of the great river, about 26 miles above Sarrawah, received official intelligence, that the water column had failed in the attack upon the outworks of Donoobew, and that, without a large reinforcement, the place could not be carried, being both strong and well defended by a numerous garrison. "On receiving this unpleasant and unexpected news," says the Major, "two questions naturally arose,—whether to push on to Prome with the land column, and reinforce Brigadier-General Cotton from the rear, by a strong detachment which was about to move forward from Rangoon, or at once to retrograde, and finish the business at Donoobew. The latter measure was decided on—the flotilla, upon which the land column depended for supplies, being stopped, and the navigation of the Irrawaddy so completely commanded, that not a canoe could pass the enemy's position. Our commissariat too, at the time, had not ten day's rations left: no reliance could be placed upon the country for furnishing even one day's consumption. The people every where fled before us, and even when chance threw an individual in our way, he only answered all our questions and requests, by pointing towards Donoobew, and exclaiming 'Bandoola! Bandoola!' In a word, starvation stared us in the face at every step, had we proceeded; and the occupation of Prome, however desirable, was not to be attempted under circumstances so imminently hazardous."

On the 13th, the land column again reached Sarrawah; "and here an obstacle of a most serious nature presented itself. To reach Donoobew, the Irrawaddy, one of the widest and most rapid rivers of the East, must be crossed by an army, with cavalry, artillery, and commissariat equipment, and unprovided with any means for such an under-

taking, beyond a few small canoes, which had been with difficulty procured. Energy and perseverance, however, aided by the cheerful and hearty exertions of the soldiers, finally triumphed over every obstacle. Rafts were constructed to cross the artillery, stores, &c.; and by continued labour, day and night, on the 18th, every man had reached in safety the right bank of the Irrawaddy\*." On the 24th, Sir Archibald halted at a village, from which he had a tolerable view of the enemy's works, distant only four miles. A fleet of war-boats lay above them, at a little island; and on the approach of a reconnoitring party from the British camp, "they came out in very pretty style, and commenced a cannonade. The flotilla was also seen lying at anchor some distance below, and every thing seemed to promise a speedy trial of strength with the now confident and emboldened garrison †." On the 25th, the army moved upon Do-noobew, and endeavoured to invest the main stockade at long gun-shot distance: it was, however, found much too extensive to admit of its being surrounded even by a chain of posts, by so small a force; and a position was consequently taken up. While this was going forward, the enemy manned his works, and fired upon the British troops; "his cavalry hovered on their flanks, while they continued in motion; and every thing about the stockade bespoke system and judgment in the chief, with order, confidence, and regularity in the garrison ‡." Captain Alexander, not yet aware of the near approach of Sir Archibald Campbell, had previously moved the armed flotilla up to an island about a mile below the white pagoda, where he waited, in most painful anxiety, the arrival of the land column; and was each night annoyed by the distant firing of the Burmese war-boats, and of guns brought down to the bank of the river, which sometimes did mischief, and was always extremely harassing. On the 26th, he was relieved from suspense by the sight of the Deputy-Quarter-Master-General, who had been sent with a small party to open a communication with Brigadier-General Cot-

---

\* Snodgrass, 158 *et seq.*

† *Id.* 163.

‡ *Id.* 164.



ton, and who informed him that the enemy had been repulsed, the preceding night, in an attack upon the British camp.

On the morning of the 27th, the *Diana*, with one mortar-boat, four gun-vessels, and a number of flats, &c. in tow, the latter carrying provisions and breaching guns recently arrived from Panlang, pushed past the enemy's works, and formed a junction with the land column, then vigorously employed in digging trenches, and throwing up batteries for guns and mortars. The flotilla was no sooner observed in motion than the garrison of Donoobew sortied in considerable force, infantry and cavalry, with seventeen war-elephants, fully caparisoned, and carrying a proportion of armed men. This attack was, as usual, directed upon the right of the line; and while the flotilla came up in full sail under all the fire of the enemy's works, "the British cavalry, covered by the horse-artillery, was ordered to charge the advancing monsters: the scene was novel and interesting; and although neither the elephants nor their riders can ever be very formidable in modern warfare, they stood the charge with a steadiness and courage these animals can be rarely brought to show. Their riders were mostly shot; and no sooner did the elephants feel themselves unrestrained, than they walked back to the fort with the greatest composure. During the heavy cannonade that took place between the flotilla and the stockade, Maha Bandoola, who was superintending the practice of his artillery, gave his garrison a specimen of the discipline he meant to enforce, in this last struggle to retrieve his lost character and reputation. A Burmese officer being killed while pointing a gun, by a shot from the flotilla, his comrades, instantly abandoning the dangerous post, could not be brought back to their duty by any remonstrances of their chief; when Bandoola, stepping down to the spot, instantly severed the heads of two of the delinquents from their bodies, and ordered them to be stuck up upon the spot, '*pour encourager les autres.*'\*" In forcing the passage past Donoobew, the flotilla, although exposed to a very heavy fire

---

\* Snodgrass, 171, *et seq.*

for an hour and a half, had only eight men wounded. One of the gun-vessels received a shot between wind and water, but fortunately reached the shore before she filled. On the 28th, "the working parties continued making approaches towards the place; and the steam-vessel and some light boats, pushing up the river after the enemy's war boats, succeeded in capturing nine of them: their crews, when likely to be run down by the steam-boat, jumping into the river, effected their escape." On the 29th, 30th, and 31st, the British "continued constructing batteries, and landing heavy ordnance; the enemy on their part remaining very quiet, and busily employed in strengthening their works\*."

On the completion of the breaching batteries, one, mounting four brass 12-pounders, was manned by the royal navy, and placed under the command of Lieutenant Smith. On the morning of the 1st April, the mortars and rockets began the work of destruction; and continued firing, at intervals, during the day and succeeding night. On the 2nd, at daylight, the breaching batteries opened, and almost immediately afterwards, two Lascars, who had been taken prisoners, came running out, and informed the besiegers, that Maha Bandoola had been killed the day before by a rocket; and that no entreaty of the other chiefs could prevail upon the garrison to remain, the whole having fled or dispersed, during the preceding night. The British line was, in consequence, immediately under arms, and the place taken possession of: 28 pieces of brass ordnance, 110 iron guns, one carronade, and 269 jingals, were found mounted on the works; a considerable quantity of gunpowder, sulphur, saltpetre, shot, musket-balls, and pig-lead, and a depôt of grain sufficient for the consumption of the whole combined force for many months, likewise fell into the hands of the conquerors, whose total loss during the siege was 14 killed and missing, and 69 wounded. After detailing his operations against Donoobew, Sir Archibald Campbell says:

---

\* Snodgrass, 172.

“I now beg leave to acknowledge my obligations to Captain Alexander, C. B., senior naval officer, and commanding the flotilla, for his hearty and cordial co-operation on all occasions since we have served together, and for his very great exertions on the present occasion, in bringing up stores and provisions. Since we have been before Donoobew, eleven of the enemy's large class war-boats have been captured by our advanced boats, under his own immediate orders; making, with others, evacuated by their crews, thirty-eight first-rate war-boats now in our possession; and I have every reason to think that only five of the large squadron, the enemy had stationed at this place, have succeeded in escaping. A vast number of other boats, of an excellent description, have also fallen into our hands. *By Brigadier-General Cotton, and all the officers embarked, the zeal and incessant labour of His Majesty's navy are mentioned in terms of high admiration.*”

The following is an extract from Captain Alexander's official report to Captain Coe, dated April 2, 1825 :

“In my former despatch, dated Feb. 24th, I gave you the names of all officers and young gentlemen commanding boats\*, and I again request you will be pleased to recommend them to the favorable attention of my Lords Commissioners of the Admiralty, with the seamen and marines I have had the pleasure to command, their conduct having been such as to merit the highest encomiums—their privations, hardships, and fatigue, during upwards of six weeks, by day and night, in open boats, have been borne with cheerfulness, and every duty performed with alacrity.

“Of Captain Chads I can only say, he has fully supported his former character, and has my best thanks. I trust I may be allowed to name my first Lieutenant, Smith, an already distinguished officer. Mr. Watt, surgeon of the *Arachne*, a volunteer, has been of most essential service in attention to the sick and wounded.”

After the fall of Donoobew, Captain Alexander was joined by Lieutenants James Wilkinson and the Hon. George John Cavendish, with the boats of the *Liffey* and *Tees*, which ships had recently arrived at Rangoon.

On the night of the 3d April, Sir Archibald Campbell recommenced his march towards Prome, one of the largest towns in the Burman empire, celebrated as the scene of many long sieges and bloody conflicts, and the occupation of which was the grand object of that year's campaign—“a

\* Lieutenants Smith, Keele, Kellett, and Bazely; acting Lieutenant Hall; Mr. Reed, master's-mate; and Messrs. Duthy, Hand, Pickey, Lett, Coyde, and Murray, midshipmen.



point," says Major Snodgrass, "that the land column alone might have gained, perhaps, with trifling loss, had not its future subsistence been dependent on the flotilla, and the free and open navigation of the Irrawaddy." In the course of the 7th, "by the exertions of the boats of His Majesty's navy, under Lieutenant Smith, of the Alligator, sent on by Captain Alexander to superintend the passage of the river\*," the advanced guard, consisting of two European regiments, was crossed over to Sarrawah; and by the 12th, the whole of the land column was again on the left bank of the Irrawaddy, where it was joined by the reserve corps, under Brigadier M'Creagh, who brought with him a supply of elephants and cattle, which proved a most timely aid to the commissariat department.

The passage by water from Donoobew to Prome was excessively tedious and fatiguing, owing to calms and the strength of the current; the flotilla, however, maintained a communication with Sir Archibald Campbell; and on the 19th Captain Alexander sent him an elderly man, the bearer of a pacific communication from the chiefs of the Burman army. "An answer was returned, expressive of the readiness of the Supreme Government to conclude a peace, and that upon the arrival of the combined force at Prome, every opportunity and facility in opening negotiations would be afforded †."

On the 24th, Sir Archibald arrived with the head of his column in the neighbourhood of Shudaung-mew, formerly the frontier fortress of the kingdom of Pegu, and concerted measures with Captain Alexander for attacking Prome on the following day. The enemy, however, did not await his advance, but retired during the night, apparently in the greatest confusion. Next morning, the place was occupied without the necessity of firing a shot. It proved to be a position of great strength, from its natural defences of high hills, each crowned with a strong pagoda, and fortified to the

---

\* Sir Archibald Campbell's official despatch of April 9, 1825.

† Snodgrass, 179.

very summit; there were 101 guns mounted in the different stockades, all of which were new, and must have cost the enemy immense labour in the construction. Extensive and well-filled granaries, a considerable quantity of ammunition, and many boats of different descriptions were found there. The command of the lower provinces, acquired by this capture, inspired the population of the surrounding country with confidence; chiefs of towns and villages sued for passes of protection; the inhabitants of Prome soon resumed their usual avocations; markets were formed along the river; and the resources of the country began to be fully available both for carriage and support.

After the occupation of Prome, Captain Chads was sent, with part of the flotilla, to Rangoon for supplies; and the light division, under Lieutenant Wilkinson, was despatched up the river, as far as Napadee, to reconnoitre. On the 1st May, the latter officer returned, having succeeded, after a long chase, in capturing eight war-boats, pulling from fifty to sixty oars each, and another, laden with guns, jingals, and spears. This service was performed without any loss, under a heavy fire from 500 musketeers and 50 horsemen, part of the force commanded by the Prince of Sarrawaddy, who was then retreating direct upon the capital, burning and laying waste the villages on his route, destroying all the grain within his reach, and driving thousands of helpless inoffensive people from their houses to the woods. "The capture of these war-boats," says Captain Alexander, "liberated 3,000 canoes, &c. with families they were driving before them; and all the people claimed protection, and returned with Lieutenant Wilkinson. The boats got up to Meaday, a distance of about 50 miles," where they met Lieutenant-Colonel Godwin, who had been detached in command of all the flank companies, for the purpose of scouring the country;—"at some of the rapids they did not pull a boat's length in an hour." On the following day, Sir Archibald Campbell wrote to Mr. Secretary Swinton as follows:—

"It affords me the greatest pleasure to forward another instance of the zeal and judgment with which Captain Alexander, commanding the

flotilla, has uniformly co-operated with me on this service, and *another proof, if any such be wanting, of the gallantry, spirit, and enterprise displayed on all occasions by that part of H. M. navy serving on this expedition.* \* \* \* The guns taken by the light division of boats, are, no doubt, part of those intended for the defence of this place."

About this period, Captain Ryves was invalided; and Lieutenant Edward Blanckley, of the Alligator, appointed acting commander of the Sophie; which sloop, we believe, took her final leave of Rangoon towards the end of the following month.

Early in May, the Hon. Company's gun-vessels Sophia and Swift, the former loaded with provisions, the latter with ordnance and stores, foundered in a heavy squall, by which disaster one soldier and a camp follower perished.

The temporary repose enjoyed in the cantonments at Prome was, in the early part of the wet-season, enlivened by the accounts received of the success of Major Sale and Captain Marryat, whose departure from Rangoon, on an expedition against Bassein, we have mentioned at page 71: the following is an outline of their proceedings.

After a tedious passage, the Larne and her consorts arrived off Great Negrais, at the entrance of the Bassein river, on the 24th February; the next day, her boats, under Lieutenant Fraser, were sent in to reconnoitre and sound the passage, in the execution of which service they received a harmless fire from two stockades, apparently full of men, and distant about a mile from each other. On the 26th, at daylight, the armament weighed and stood in; the Mercury cruiser, on account of her light draught of water, taking the lead\*. At noon, the first stockade commenced firing; and shortly afterwards the Larne and the Mercury took their positions within 100 yards: the enemy soon fled, and the troops landed and occupied the work. The second stockade was taken in the same manner, without loss; both of them were burnt, and two 9 pounders, six sixes, two large

---

\* She was then commanded by Lieutenant Drummond Anderson.



wooden guns, and thirty-four jingals, either brought off or destroyed.

On the following morning, the *Larne*, *Mercury*, and *Argyle* transport, weighed and ran past four deserted stockades, three of which stood in commanding situations on the island of *Negrais*. Continuing their course with a fair wind, they anchored, at dark, about 35 miles above the entrance of the river. From this point, the stream being very narrow, and the wind blowing strong down every reach, the ascent became extremely arduous; the ships often getting on shore, towing and warping day and night, till the evening of the 3d March, when they anchored about three miles below the still smoking ruins of *Bassein*.

During their passage thither, the British commanders received information, that the head person of *Bassein* had superintended the partial defence of the stockades at the entrance of the river; that upon his return after their capture, he found himself opposed by a strong party amicably inclined towards the British; and that a contest ensued, the result of which was the destruction of the town, and the flight of the chief with about 200 followers, to *Lamina*, nearly 140 miles distant. This intelligence proving correct, Major *Sale* landed his troops on the evening of the 3d, and took post in the area of the principal pagoda, a strongly fortified and commanding position. He subsequently made a reconnoissance as far as *Lamina*, with 300 troops and 70 seamen, proceeding up the river in boats, and bivouacking at night upon the banks. The fugitive chief was but a short distance a-head, and the detachment was repeatedly upon the eve of overtaking him; he contrived, however, to escape. All the villages on the banks of the river were deserted, and the population driven into the interior by the retreating Burman force. *Lamina* also, although a place of great extent, was found abandoned; and as no resources, therefore, were available for the support, or the further progress of the detachment, Major *Sale* returned to *Bassein* on the 23d, bringing with him a state barge and several war canoes. During the expedition, two men were wounded by musketry from the

jungle, five died from fatigue and privation, and many others became incapable of service.

On the 26th of March, the Larne weighed and dropped down to Naputtah, a considerable village which had accepted British protection. On the 27th, Captain Marryat received information, that the guns belonging to the deserted stockades were at the town of Thingang, situated up a branch of the river leading to Rangoon; that 150 Naputtah men were detained there, to be forwarded to Donoobew; and that the enemy's force consisted of 800 men.

On the morning of the 28th, Captain Marryat proceeded against Thingang, at the head of fifty seamen and marines, twelve sepoy, and fifty villagers whom he had prevailed upon to fight against the Burmese, and armed with swords and spears. At 3 P. M., while forming for the attack, a canoe came off, with intelligence that the enemy did not wish to fight, and would submit to his terms: these were, that all arms should be surrendered, the Naputtah men to be provided with canoes to return to their homes, and the Wongee of the town placed at his disposal. This personage being one of Bandoola's principal chiefs, who had commanded 1000 men at the attack of Rangoon, and been invested with the gold chattah, was brought away as a prisoner.

On the night of the 30th, the same force was sent, under Lieutenant Fraser, to surprise the village of Pumkayi, where the enemy were stated to be 300 strong, and commanded by another gold chattah chief. The attack was successful; the Burmese submitted to the same terms as at Thingang; and the Wongee, who had fled into the jungle, was followed and taken by the Naputtah men, who, in consequence of their former good conduct, were now entrusted with muskets. A party of 100 men, the only force that remained between Negrais and Bassein, subsequently sent in their submission.

Previous to their separation, Captain Marryat received Major Sale's "sincere thanks for his valuable and cordial co-operation." The conduct of Lieutenant Fraser, Mr. Atherton, and Messrs. Dewes and Norcock, midshipmen, was reported to Captain Alexander in terms of high commendation.

“The reduction of a place of such importance as Bassein, could not but operate materially in the general result of the campaign\*.” By its annexation to the other conquered provinces, the enemy was deprived of all his maritime possessions from Cape Negrais to Tenasserim.

Captain Marryat assumed the command of the *Tees*, at Rangoon, April 15th, 1825; and finally left that river about the middle of the following month. It is almost superfluous to add, that he was repeatedly thanked by the Governor-General in Council for his valuable services in Ava, every operation which he had arranged or conducted having proved eminently successful.

At Prome, the months of June, July, and August, 1825, were necessarily spent in inactivity, from the setting in of the rainy season, and the prevalence of the inundations. The monsoon, however, proved mild; the troops and seamen were comfortably huddled; there was no want of provisions; and, although extensive sickness occurred, it was not more than was fairly attributable to the nature of the service and the season of the year, and was by no means so severe as that of the previous rains at Rangoon; nor, indeed, more so than it would have been in any of the lower Gangetic provinces. The only men-of-war remaining stationary at Rangoon during the wet monsoon, this year, were the *Alligator* and *Arachne*; both of them unrigged, and roofed in with bamboos thatched with leaves, which proved a great saving of lives and stores. The duties of the naval department there were conducted by Captain Chads, with his usual ability and zeal. Pegu was at this period occupied by 200 sepoys, who were frequently threatened with attacks; and on one occasion Lieutenant Keele was detached with a party of seamen to their support. Two divisions of gun-boats, armed with 24-pounder carronades, having now arrived from Arracan, under the command of Mr. Ravenscroft, of the Bengal pilot service, and got into the Irrawaddy by the way of Bassein, all the gun-vessels were stationed at regular distances, so as to form a chain of posts

---

\* Snodgrass, 136.



up to Prome, for the protection of boats proceeding thither with provisions, &c. to form a depôt for the ensuing campaign; to effect which every effort and exertion was still required.

In compliance with the repeated injunctions of the Supreme Government, that no opportunity should be omitted of entering upon pacific negotiations, Sir Archibald Campbell judged it expedient, as the season for active operations approached, to address a letter to the Court of Ava, declaratory of his being authorised, and desirous, to abstain from further hostilities. The enemy, at this time, were making great exertions to collect a large force, which, as it was formed, advanced to positions approaching the British cantonments, and was stationed at Pagahm-mew, Melloone, Patanagoh, and finally at Meaday, where troops arrived in the beginning of August, to the extent of 20,000 men. The whole force in motion was estimated at double that number, under the command of Memia-boo, a half brother of the king, besides 12,000 at Tonghoo, or Taunu (said to be the second city in the empire), under his eldest brother (who bears the title of Prince of Tonghoo). To oppose them, and to garrison Prome, Sir Archibald Campbell had, at that place, 6,148 effective officers and men, and had ordered 2,148 to join him from Rangoon and Donoobew, in time for the opening of the campaign. The total number of sick at Prome, in the middle of August, exclusive of sailors, was 906 officers and men.

On receiving intelligence of the advance of the Burman army, Sir Archibald Campbell despatched Brigadier-General Cotton, in the *Diana*, with fifty soldiers and several gun-boats, to reconnoitre.

The enemy was discovered on the morning of the 15th August, at Meaday, once a town of considerable magnitude and importance, on the left bank of the river. A large nullah runs into the Irrawaddy immediately below that place, from the mouth of which the enemy's force was ranged to the extent of a mile and a half up the bank of the main stream. This bank had several pagodas upon it, for the most part near the nullah, all of which the Burmese had

entrenched and were stockading ; they had also thrown a ditch and breast-work between them and the river, to protect their boats, which were ranged underneath. During the progress of the reconnoitring party along their line of defence, the enemy opened a battery of sixteen guns, from 4 to 6-pounders, upon the steam-vessel ; but the width of the river being at least 1,500 yards, their shot fell short.

The force displayed by the Burmese was estimated at between 16,000 and 20,000 men, who appeared to be all armed with muskets ; and twenty golden chattahs were counted. They had also a small force on the right bank, with jingals, opposite to the right of their line, as it faced the river. On the return of the party, the gun-boats, under Captain Alexander, cannonaded the enemy's line, to make them develop their whole force ; and it was then ascertained, that they had an advanced party across the nullah, already mentioned, thrown on the road leading to Prome, and employed in stockading some pagodas which overlook it. This party were working likewise on a breast-work on the side of the hill, which would also command the road : three golden chattahs were visible with the latter force.

On the 6th September, exactly a month after the date of Sir Archibald Campbell's letter to the Court of Ava, a war-boat, under a flag of truce, presented itself at the British advanced post on the river, having on board two Burman deputies and ten or twelve followers. Upon being conducted to head-quarters, and all seated, Sir Archibald Campbell asked to what circumstance he owed the honor of their visit ? The leader of the deputation then delivered a letter in great form, and said, that he was acquainted with its contents, and instructed to communicate verbally many good words on the benefit that would accrue to both countries on the restoration of peace, which they understood the British were anxious for. Sir Archibald replied, that they were rightly informed, as the desire of his government was to be on terms of peace and cordiality with all its neighbours, and he made no doubt, if the feeling was mutual, that that most desirable event would soon be brought about. They then declared that such was their most earnest desire.

The deputies next asked if Sir Archibald would, in return to their being sent to him, allow two British officers to visit their commander-in-chief; adding, that such a measure would be received as an esteemed mark of his confidence in them, and a pledge of his government wishing to return to terms of peace: Sir Archibald answered, that he would, with the greatest pleasure and confidence, comply with their request; or, if it would be more acceptable, that he would meet their Prince and his party at any central place that might be pointed out betwixt the two armies. They, however, preferred the former. "I therefore," says Sir Archibald Campbell, "selected for that complimentary mission, Lieutenant-Colonel Tidy, my Deputy-Adjutant-General; and Captain Alexander, who was present at the conference, proposed Lieutenant Smith, of H. M. S. Alligator, to accompany him—two officers of conciliating manners, and much firmness of character. They were accompanied, at my special request, by the Armenian merchant Mr. Sarkies Manook, as interpreter, a man well known and respected at the court of Ava, and one who has been of much service to me, since the opening of the last campaign."

Lieutenant-Colonel Tidy and his naval colleague were met, when within about five miles of Meaday, by six war-boats, each carrying a chief of 500 men, with bands of music and singers. On arriving at a jetty, built expressly for their accommodation, several chiefs of a much higher rank came into their boat, and at one time they counted ten with golden chattahs, six of whom carried golden swords and drinking cups. On landing, they were conducted, by two chiefs still higher in rank, and followed by the others, with much ceremony, through a guard of about 2,000 musketeers, to a commodious house, built the same day, for their reception.

On the morning of the 11th, the British envoys were visited by the late governors of Prome and Sarrawaddy, who complimented them in the name of the Kee-Wongee, second in command of the Burman forces, and assured them of his anxiety to conclude a pacific treaty; but requested them not to urge immediate negotiation, as it would be necessary to receive instructions from Prince Memia-boo, whose head-



quarters were at Melloone. On the 14th, they had an interview with the Kee-Wongee, and on the 16th, it was intimated to them, that he had obtained full powers from his Court, and would be ready to receive them, at their own hour, the next day. On the 17th, they accordingly proceeded, in great state, to the house of audience, where it was settled, that the Burman minister and another person of rank should meet Sir Archibald Campbell half way between the two armies, at a village named Neoun-ben-zeik, to enter into negotiations for the re-establishment of peace and amity; the terms of an armistice were also agreed upon, by which it was stipulated that there should be a cessation of hostilities till the 17th of October; the line of demarcation was drawn from Comma, on the western bank of the Irrawaddy, through Neoun-ben-zeik to Tonghoo; and the armistice included all the belligerent troops on the frontiers in other parts of the dominions of Ava, none of whom were to be allowed to make a forward movement before the 18th of October.

On the 22nd September, Sir James Brisbane, Knt. & C.B. who had been appointed to succeed Commodore Grant in the command of H. M. squadron in India, arrived at Prome, bringing with him the boats and seamen of the *Boadicea* frigate. On the 30th, Sir Archibald Campbell proceeded to Neoun-ben-zeik, accompanied by the naval commander-in-chief, whom he had requested to act as joint commissioner. The ground was found prepared for the encampment of the respective negociators, and a Lotoo, or house of conference, erected in the intermediate space, equi-distant from the British and the Burman guards. On the 2nd October, two officers of rank arrived from the opposite side to conduct Sir Archibald Campbell to the Lotoo; Lieutenant-Colonel Francis Skelly Tidy and Lieutenant Smith were despatched at the same time to pay a similar compliment to the Kee-Wongee. After all the commissioners, with their respective suites, were seated, Sir Archibald opened the conference with an appropriate address to the Burman chiefs, who replied in courteous and suitable terms, and expressed their

hope that the first day of their acquaintance might be given up to private friendship, and the consideration of public business deferred until the next meeting. This was assented to, and a desultory conversation then ensued; in the course of which, the Burmese conducted themselves in the most polite and conciliatory manner, enquiring after the latest news from England, the state of the King's health, and similar topics, and offering to accompany Sir Archibald Campbell to Rangoon, or wherever he might propose.

On the ensuing day, another meeting took place, at which Sir Archibald Campbell, Sir James Brisbane, Brigadier-General Cotton, Captain Alexander, R. N., Brigadier M'Creagh, Lieutenant-Colonel Tidy, and Captain John James Snodgrass (military secretary and aid-de-camp to Sir Archibald), were the only British officers present; the Kee-Wongee having requested that no more than six chiefs on each side should take part in the discussions.

The principal conditions of peace proposed by Sir Archibald Campbell, were the non-interference of the Court of Ava with the territories of Cachar, Munnipoore, and Assam; the cession of the four provinces of Arracan, and the payment of a certain sum, as an indemnification for the expences of the war; one moiety to be paid immediately, and the Tenasserim provinces to be retained until the liquidation of the other. The Court of Ava was also expected to receive a British resident at the capital, and consent to a commercial treaty, upon principles of liberal intercourse and mutual advantages.

In the discussion of these stipulations, it was evident, notwithstanding the moderate tones of the Burman deputies, and their evident desire for the termination of the war, that the Court was not yet reduced to a full sense of its inferiority, nor prepared to make any sacrifice, either territorial or pecuniary, for the restoration of tranquillity. The protection given to fugitives from the Burman territories was urged in excuse for the conduct of the Court, although the actual occurrences of the war was attributed to the malignant designs of evil counsellors, who had misrepresented the real state of things, and suppressed the remonstrances addressed

by the government of India to that of Ava,—thus virtually acknowledging the moderation of the British authorities. It was also pleaded, that in the interruption of trade, and the loss of revenue, the Court of Ava had already suffered sufficiently by the war, and that it became a great nation like the British, to be content with the vindication of its name and reputation, and that they could not possibly be less generous than the Chinese, who, on a former occasion, having conquered part of the Burman territory, restored it on the return of peace. To this it was replied, that the Chinese were the vanquished, not the victors; whilst the British were in possession of half the kingdom, the most valuable portion of which they were still willing to relinquish; but that, as the war had been wholly unprovoked on their part, they were fully entitled to expect such concessions in territory and money, as should reimburse them in the expence they had incurred, and enable them to guard more effectually against any future collision. The manner in which these points were urged, satisfying the Kee-Wongee, &c. of the firmness of the British commissioners, they, at last, waved all further objections, and confined themselves to requesting a prolongation of the armistice till the 2d of November, in order that they might put the court fully in possession of the views of the British negociators, and be empowered to give them a definitive reply. This request was readily acceded to, as, from the continued wetness of the ground, Sir Archibald Campbell found he could not move with comfort to his troops before, perhaps, the middle of November. On the representation of Sir Archibald Campbell, the Kee-Wongee pledged himself, that all British and American subjects detained at Ava, “under the Golden Feet,” should immediately be set at liberty; in return for which, the British were to liberate the whole of the Burmese then confined in Bengal.\*

---

\* Among the *detenus* at Ava were two American missionaries, who remained in close confinement for the space of fifteen months, loaded occasionally with heavy chains. It may be thought incredible, but these gentlemen declared that the principal cause of their detention was their having



The notion of treating upon a perfect equality, which evidently pervaded the recent negociations on the part of the Burman commissioners, and which probably originated not only in the haughtiness of the Court of Ava, but in an impression entertained by it, to which the acknowledged anxiety of the British authorities for peace had given rise, that they were unable or disinclined to carry on the war, rendered the ultimate result of the conferences at Neoun-ben-zeik little problematical, and arrangements for resuming hostile operations were actively pursued. Their necessity was soon evinced. The Court of Ava, indignant at the idea of ceding an inch of territory, or submitting to what, in oriental politics, is held a mark of excessive humiliation, payment of any pecuniary indemnification, breathed nothing but defiance, and determined instantly to prosecute the war. In the short interval that ensued before hostilities were renewed, Sir Archibald Campbell addressed the Kee-Wongee, relative to the prisoners, whose liberation was refused on the plea of British troops having moved by way of Negrais to Rangoon; and in reply to his enquiry, as to the probable termination of the truce, it was intimated, that the demand for any cession of money or territory precluded all possibility of a renewal of friendly intercourse. Nothing remained, therefore, but a further appeal to arms.

---

white faces; and as they spoke the same language as the English, the Burmese would not believe that they were subjects of any other country.

---

## CHAPTER IV.

ONE of the first acts of Sir James Brisbane, after his arrival at Prome, was to address the following order to Captain Chads, who had accompanied him thither from Rangoon.

“Whereas the important service of co-operating with the army engaged against the dominions of Ava requires the best exertions of all ranks, but more particularly of those who are acquainted with the service of warfare; and as I have, with this view, made an accession, by the boats of the *Boadicea*, to the flotilla hitherto employed on the Irrawaddy, with the happiest results, I do hereby avail myself of your zeal, intelligence, and local knowledge, on which the highest eulogiums have been passed by the Supreme Government, in appointing you to command the light division of the said flotilla, under the immediate orders of Captain Alexander, who anticipates from your promptitude and resources the most effectual assistance, especially for maintaining that cordial union between the naval profession and all other departments, which is so essential to the success of the present expedition, and will be highly gratifying to me.

“Given under my hand, at Prome, on the Irrawaddy, this 24th day of September, 1825.

(Signed) “JAS. BRISBANE, Commodore.

“To *H. D. Chads, Esq. Commander of H. M. S. Arachne, and a volunteer on the expedition against the dominions of Ava.*”

On the 7th November, Captain Alexander died at Rangoon, and Captain Chads was immediately appointed his successor in the command of the *Alligator*; but directed to remain with the flotilla in the Irrawaddy. A commission promoting him to the rank of Captain had been signed by the Admiralty on the 25th July preceding, and was conferred upon him in the most flattering and gratifying manner, their Lordships directing that he should not be superseded, but that the *Arachne* should be sent home. He did not hear of his promotion, however, until after the termination of the Burmese

war. The officer appointed by Sir James Brisbane, to succeed Captain Chads in the command of the *Arachne*, was Lieutenant John Francis Dawson, first of the *Boadicea*.

On the 15th November, the Burmese having pushed forward a division of troops to the village of Watty-goon, distant from Prome about 18 miles in a N. E. direction, and it appearing desirable that the columns of the British army should not be harassed and delayed at the very commencement of their march, Sir Archibald Campbell directed Lieutenant-Colonel Robert M'Dowall, of the Madras establishment, to move forward with four regiments of native infantry, and dislodge the enemy from their posts. The result of this attempt was disastrous, owing to the very superior force of the Burmese, and the strength of their positions. Lieutenant-Colonel M'Dowall and 53 men were slain; Major R. Lacy Evans, four captains, eight subalterns, and 110 men wounded; and 42 rank and file missing. Lieutenant John C. Ranken, of the 43d regiment, subsequently died of his wounds.

The ultimate consequences of this disaster were not unfavorable, as it encouraged the Burman chiefs in the high opinion they were still inclined to entertain of their own power, and induced them to adopt a system of confident warfare, which brought them within the reach of the British commanders. Relying on the manifestation of their purpose to attack him in the position he then occupied, Sir Archibald Campbell determined to await their advance, and Prome was soon surrounded by upwards of 50,000 warriors. As their numbers enabled them to spread over a considerable tract of country, they detached parties past both flanks of the British position, by which the communication with Rangoon was threatened, and the districts below Prome, on both banks of the river, exposed to the depredation of irregular and marauding bands. About this period, H. M. sloop *Champion* arrived at Rangoon, and her commander, John Fitz-Gerald Studdert, was entrusted with the charge of keeping the navigation open between that place and Prome.



Deeming it of importance to retain possession of Padoung-mew, on the western bank of the river, Sir Archibald Campbell stationed 200 troops there, supported by a division of the flotilla, under Lieutenant Kellett. This party was repeatedly attacked by the enemy in great force, and the meritorious conduct of the officers and men of both services, obtained for them the high approbation of the commander-in-chief. On the 25th Nov., Captain Charles Deane, of H. M. 1st regiment of foot, commanding the military detachment at Padoung-mew, reported as follows :

“ A little before day-break, we had embarked twenty men of the Royal<sup>s</sup> and thirty sepoys of the 26th Madras native infantry, intended to co-operate with Lieutenant-Colonel Godwin, on the opposite side of the river. They were just in the act of shoving off from the shore, when the enemy, to the amount of five or six thousand, made a rush at our works, howling most horribly, and at the same time setting fire to the village, which they had entered at all points. We had fortunately got an 18-pounder into the battery late yesterday evening, which, added to two twelves, already there, did great execution.

“ Lieutenant Kellett, R. N. was at the moment shoving off with the row-boats, but instantly returned to our assistance, with all his men, and kindly undertook the superintendence of the guns, the well-directed fire of which so mainly contributed to our success. The enemy, after nearly two hours sharp firing, retired in admirable order, carrying off great numbers of dead and wounded. I am happy to add, with the exception of one man slightly grazed in the elbow by a musket-shot, we have not a man either killed or wounded. The guns in the boats were of the greatest assistance in scouring the village with their grape.”

Respecting the defence of Padoung-mew, Major Snodgrass merely says,—“ The centre of the Burmese army was now distinctly seen from Prome, stockading and fortifying the heights of Napadee above the river. The corps of Sudda Woon was also seen actively employed in a similar duty on the opposite bank, while a strong detachment was pushed forward for the purpose of occupying Padoung-mew, a town situated on the west side of the Irrawaddy, about ten miles below Prome: in this measure, however, they were anticipated by the British general, the place being already in possession of a party of our troops, which subsequently baffled every attempt of the enemy to drive them from it.”

Between this period and the 30th November, Lieutenant-

Colonel Godwin's detachment, and the flotilla, cleared the left bank of the river for fifteen miles below Prome. On the 27th, Thomas Campbell Robertson, Esq. Judge of Cawnpore, who had been appointed to the general superintendence of civil affairs in the conquered provinces, and to the conduct, jointly with Sir Archibald Campbell, of political intercourse with the Burman Court, arrived at head-quarters. On the 30th, measures were taken for making a general attack upon every accessible part of the enemy's line, extending, on the east bank of the Irrawaddy, from the commanding heights of Napadee, distant from Prome only five miles, to the village of Simbike, upon the Nawine river, distant eleven miles in a N. E. direction. The Burman army was divided into three corps. The left, commanded by Maha Nemiow, an old and experienced general, who had been sent to introduce a new system of conducting the war, was stockaded in the jungles at Simbike and Hyalay, amounting to 15,000 men, Burmese, Shans, and Cassayers, of which latter force 700 were cavalry. The centre, under the immediate orders of the Kee-Wongee, was strongly entrenched upon the Napadee ridge, inaccessible, except on one side by a narrow pathway, commanded by seven pieces of artillery, while the navigation of the river was commanded by several batteries of heavy ordnance. This corps consisted of 30,000 men, and the space between the left and centre, a thick and extensive forest, was occupied by a line of posts. The enemy's right, under the orders of Sudda Woon, occupied the west bank of the Irrawaddy, strongly stockaded, and defended by artillery.

On the 1st December, shortly after day-light, Sir James Brisbane, with the flotilla, commenced a heavy cannonade on the enemy's centre, and continued for nearly two hours to attract his chief attention to that point, while the troops under Sir Archibald Campbell were marching out for the real attack upon Maha Nemiow. At the same time, the 26th Madras native infantry advanced along the margin of the Irrawaddy, to drive in the Kee Wongee's advanced posts upon the main body.

On reaching the village of Ze-ouke, the attacking force

was divided into two columns; the right, under the command of Brigadier-General Cotton, continuing to march along the straight road leading to Simbike, and the other, accompanied by Sir Archibald Campbell, after fording the Nawine river, moving along its bank in a direction nearly parallel with the Brigadier-General's division. The route followed by the latter officer brought him in front of a succession of stockades, which he at once assaulted and carried. In less than ten minutes the enemy was completely routed; and Sir Archibald had only an opportunity of cannonading his panic-struck masses as they rushed through the openings of the jungle before him, endeavouring to effect their escape. The enemy left 300 men dead upon the ground, with the whole of his commissariat and other stores, four guns, twelve jingals, more than four hundred muskets, a very considerable quantity of gunpowder, and upwards of 100 horses. The body of Maha Nemiow was found among the slain.

The enemy's left corps thus disposed of, and finding, from the testimony of all the prisoners, that Meaday had been fixed upon as the point at which to re-unite in the event of any disaster, Sir Archibald Campbell immediately determined upon marching back to Ze-ouke, for the purpose of attacking the centre on the following day. At 6 P. M., the whole force was again assembled at Ze-ouke, after a harassing march of about twenty miles, which the troops underwent with the greatest cheerfulness and spirit. During the night, a message was sent to Sir James Brisbane, requesting him to be in readiness to move forward with the flotilla, as soon as the troops were seen debouching from the jungle in front of Napadee. Early in the morning of the 2d, the army was again in motion, and many hours had not elapsed before the numerous stockades and breastworks upon that formidable and almost inaccessible ridge, were successively stormed and carried, the enemy flying from hill to hill, over extremely dangerous precipices, until the whole of the position, nearly three miles in extent, was taken. Previous to the assault, Sir James Brisbane cannonaded the heights from the river, and the land artillery also opened upon them with great



effect. During the attack by land, the flotilla pushed rapidly past the enemy's works, and succeeded in capturing nearly 300 boats, with five brass and iron guns, four hundred muskets, about a ton of gunpowder, and large quantities of shot, grain, and military stores, intended for the use of the Burman army. In a letter to the Admiralty, dated Dec. 3d, 1825, the Commodore says :

“ I have much satisfaction in stating, that the whole of the officers and men employed in the flotilla conducted themselves throughout this service in a manner that reflects the highest credit on each individual, composed as this force is of various establishments. The officers of the Honourable Company's marine vied with those of the royal navy in gallantry and exertion. Captain Chads, of the *Alligator*, who commanded the light division, displayed the same zeal, judgment, and intrepidity, which have characterised his conduct since the operations in this quarter began. I have, however, the painful duty of announcing the death of Captain Dawson, of the *Arachne*, whose high professional character had induced me so recently to promote him to the rank of Commander. The gallantry of this much lamented officer was conspicuous on all occasions; inviting, by his example, the exertions of all under his directions, he fell just as success had crowned our efforts.”

On the following day, Sir Archibald Campbell, in a letter to Mr. Secretary Swinton, “ solicited the attention of the Governor-General in Council, to the judicious and cordial co-operation afforded him by Commodore Sir James Brisbane, and the boats of H. M. squadron employed on this service.”

The defeat of the Burmese on the east bank of the Irrawaddy was now most complete; but the right corps of their army, under Sudda Woon, still occupied some high ground on the west bank, and measures were immediately taken for dislodging that division. This operation was performed on the morning of the 5th, by the troops under Brigadier-General Cotton, in conjunction with the flotilla, and attended with the most complete success; the enemy left 300 men dead on the field, and dispersed in every direction. Five long guns, one carronade, a number of jingals, and about 350 muskets, were taken. The British had only one man killed and four wounded. The total loss sustained by the army on the 1st, 2nd,

and 5th Dec., wastwenty-nine officers and men slain, one hundred and thirty-three wounded, and one private missing. Brigadier-General Cotton, in his report of the victory obtained over Sudda Woon, says to Sir Archibald Campbell, "*the operations of this day naturally connecting me with his Majesty's navy and the flotilla, I hope it will not be construed into presumption my venturing to bring to your Excellency's notice the most cordial co-operation and valuable assistance I derived from his Excellency Commodore Sir James Brisbane, who directed, personally, the whole of the boats which cannonaded and cleared the advance of the troops, from their disembarking above their position to their entering the enemy's works.*"

The beneficial results of this battle were immediately apparent in the disappearance of the enemy's flanking parties, and the re-establishment of a free communication along the river; but in order to realise all the advantages to which it was calculated to lead, Sir A. Campbell immediately advanced in pursuit of the retreating army. "Aware that the Burmese had been long employed in fortifying the banks of the river, from Meaday to Paloh, it became an important consideration to endeavour to turn these positions, naturally strong, and extremely difficult of access. For this purpose," says Sir Archibald, "I determined to march upon Meaday, with one division by the route of Watty-goon, Seeyangoon, Seindoop, and Tonkindine, turning the positions as high as Bollay, while the column under Brigadier-General Cotton should march by the road of Neoun-benzeik, nearly parallel with the river, and in communication with the flotilla, on board of which I had placed a force consisting of H. M. royal regiment and details, commanded by Brigadier Richard Armstrong, *to act in close and constant co-operation with the naval forces under Commodore Sir James Brisbane.*"

From the rapidity of the current, and the numerous shifting sand-banks, it became absolutely necessary to track or kedge the heavier boats along the banks of the river, until the flotilla reached Yeondoun, a military post, recently occupied

by the "royals." Proceeding up the Irrawaddy, Sir James Brisbane came in sight of Meong, where, by previous arrangement, the flotilla formed a junction with Brigadier-General Cotton's division, for the purpose of attacking the enemy in his strong posts of Pettoh and Paloh. Brigadier Armstrong and the Commodore then made a reconnoissance, as a preliminary measure, and found, to their great surprise, that these important positions had been abandoned. In advancing up the river, it was impossible not to be struck with a degree of admiration at the happy choice of situation of the enemy's posts, aided as they were by the decided natural advantages which the face of the country presented: their extensive and formidable works could have been erected only by the manual labour of the masses of men at the command of a barbarous government. The channel of the river was, in many places, so narrow as to oblige the boats to pass within 200 yards of the banks, on the one side or the other: the destruction which the enemy might have caused, had they been so inclined, is self-evident. "When I consider these advantages," says the Commodore, in a letter to Sir Archibald Campbell, "I cannot imagine why the enemy should have so hastily relinquished them, unless the recent successes of your force, and the knowledge of your advance, had so far operated on their fears as to leave no hope of their retreat on your turning their positions."

The total abandonment of the enemy's works enabled the flotilla to pass this excellent chain of field-defences, and to gain sight of Meaday on the afternoon of the 17th. Captain Chads was then sent to reconnoitre; and he reported to Sir James Brisbane, that that formidable post had been evacuated by the Kee-Wongee, as the advanced guard of the army made its appearance; also that a war-boat, with three guns, had been captured, which, in the hurry of their retreat, the Burmese could not take with them. During this reconnoissance, the boats of the *Arachne* had two men killed and two wounded.

Certain information of the enemy having rallied at Melloone, a strongly fortified and entrenched city, reached Sir Archi-



bald Campbell shortly after he began his march from Meaday; and it was at the same time stated, that a chief of rank had been sent up to Ava, after the defeats at Prome, for the purpose of representing to "the golden footed monarch," the hopeless state of his affairs, and the impossibility of the invaders being arrested in their advance upon the capital of the empire, by any military arrangements. On the 26th December, these reports were confirmed by the arrival on board the Diana (which vessel Sir James Brisbane had made his head-quarters), of a messenger, under a flag of truce, communicating that Kolein Menghie had arrived at Melloone, deputed by the King of Ava, and with full powers to conclude a treaty of peace. In answer to this message, Sir Archibald Campbell, in concurrence with Mr. Robertson, sent Lieutenant-Colonel Tidy and Lieutenant Smith, R. N., to the Burmese camp, to ascertain what arrangement the envoy proposed making with them. A truce of twenty-five days was requested, and positively refused, the above officers being directed to say, as was afterwards communicated in writing, that nothing beyond twenty-four hours would be given for the first meeting with the Burman deputies, and that the truce was to be considered at an end as soon as the Lieutenant-Colonel and his naval colleague should have left the place. On reaching Melloone, on the morning of the 29th December, Sir Archibald found the place strongly occupied, and the river, on the enemy's side, covered with boats, which attempted to escape; a few shot, fired over the headmost, shewed the determination of their hostile visitors to prevent it, and the attempt was given up. In the mean time, Sir Archibald Campbell received information that the Diana was seen passing the enemy's works unmolested, accompanied by two gilt war-boats; and although the Burmese appeared throwing up entrenchments on the opposite shore, and marching and counter-marching, as if making preparations for defence, he accepted their forbearance to the steam-vessel, as a proof of their sincerity and desire to treat. Hostilities here ceased, for the present,

and, in the course of the same day, a correspondence commenced, and led to negotiations which Sir Archibald hoped would render it unnecessary for him to write another military despatch upon the war in Ava.

On the 3rd January, 1826, a letter, of which the following is a copy, was addressed to Sir James Brisbane, by the Supreme Government :

“ Sir,—By the despatches received from Major-General Sir Archibald Campbell, announcing the highly gratifying intelligence of the success which has attended the British arms in the engagements with the enemy on the 1st, 2d, and 5th ultimo, we are apprised that the boats of H. M. squadron and the Hon. Company’s flotilla, under the personal directions of your Excellency, bore a distinguished share in the operations of those days, and, acting in conjunction with the land forces, afforded most important aid and support, the value of which is acknowledged by Sir A. Campbell in the warmest terms.

“ We desire to avail ourselves of this occasion to express our high sense of that zeal for promotion of the public interests, which has distinguished all your Excellency’s proceedings, since you first assumed the chief naval command in these seas, and which induced you to repair in person to Prome, with a view to the more effectual direction and superintendence of the river part of the service in the enemy’s country. The beneficial effects of your Excellency’s presence have been strikingly manifested, in the success which has attended the late combined attack on the Burmese positions, as well as in the uniform spirit of harmony, cordiality, and gallant devotion prevailing in both services.

“ It is to us a source of high gratification to learn from your communication to Major-General Sir Archibald Campbell, that the conduct of the officers and men of the flotilla belonging to the H. C. has merited and received your approbation.

“ Of the zealous and important services which the officers of the royal navy have performed in conjunction with the land forces employed in Ava, we have repeatedly signified our warmest acknowledgments, and we gladly seize this opportunity of renewing the expression of them to your Excellency, as the naval commander-in-chief. We beg also that you will notify, in such manner and at such time as you may deem suitable, the sense which the Supreme Government entertain of their gallant and distinguished exertions in the late conflicts with the enemy.

“ We deeply lamented the loss which the service sustained by the untimely death of Captain Alexander, of H. M. S. Alligator, who fell a victim to fever, induced by the exposure in the zealous discharge of his duties; and we have again to deplore the fall of another brave officer,

Captain Dawson, of H. M. S. *Arachne*, killed in action with the enemy on the 1st ultimo. We have the honor to be, &c.

(Signed)

“AMHERST.

“J. H. HARRINGTON.

(“A true copy)

“W. B. BAYLEY.

(Signed) “*Geo. Swinton*, Secretary to Government.”

On the 6th of the same month, Sir James Brisbane, then at Patanagoh, a town upon the river, directly opposite to Melloone, issued the following general memorandum:—

“The termination of a long and arduous contest, by an honorable peace, enables the Commodore to return his unfeigned acknowledgments to Captain Chads, and the officers of all descriptions, for their prompt obedience, unwearied exertions, and gallantry, which they have conspicuously displayed throughout the late campaign.

“The various materials of which the flotilla was composed, brought together for one grand object, might have occasioned frequent collisions between the members of different services, had not a spirit of emulation pervaded all ranks, surmounting all difficulties, and producing a universal feeling of harmony and good will.

“The British Commissioners have most handsomely acknowledged the services rendered by the flotilla in forcing the passage of the river, as tending most materially, by such a display of our power, to impress upon the minds of the enemy, a strong sense of our superiority, and thus convincing them of the hopeless inutility of further prolonging the contest. The Commodore will long remember, with feelings of the highest gratification, the period which he has commanded this branch of the expedition, and the personal acquaintance it has afforded him with individual merit.

“The Commodore begs the officers, without distinction, to be assured that he has brought under the notice of their superiors, his opinion of their merit, and the brave men who have served with them, giving as they have the most striking examples of activity and exertions, under the greatest privations in open boats.

“Although it is not the province of the Commodore to eulogize the enthusiastic gallantry displayed by the military part of the force employed in the late operations, he cannot avoid expressing his admiration of those soldierlike qualities when embarked, which are indispensable in combined operations.

“The selection of Brigadier Armstrong to command the water column, and the well earned character of H. M. Royal regiment, were most eminently calculated to ensure that hearty unanimity which has been fully manifested.

“The good conduct of the native seamen in the H. C. gun and row-



boats, engaged as they have been, in an unusual mode of warfare, have merited my warmest approbation.

(Signed) "JAMES BRISBANE."

*"To Captain Chads, of H. M. S. Alligator, and the officers of all descriptions employed under the command of Commodore Sir James Brisbane against the Dominions of Ava."*

There were at this time, 56 of the Honorable Company's gun-vessels and row-boats, forming five divisions, the whole under the immediate controul of Sir James Brisbane. The officers of that service, attached to this flotilla, and particularly recommended by the Commodore, were—Lieutenants Joseph H. Rouband and George Laughton (Bombay marine), Mr. William Lindquist (senior officer of the row-boats), and Messrs. Crawford, Ravenscroft, Robson, Power, Leggatt, and Cooper, all of the Bengal Pilot service. Lieutenant Michael Nagle, H. M. 47th regiment, was entrusted with the command of one of the divisions; and Mr. George Winsor "continued to render most essential service," as conductor of the Diana. At this period, the walls of Ava had been recently erected, and as yet, not the slightest appearance of a rampart, or a support of any kind on the inner side, was visible, without which, in the event of a siege, they possessed no stability.

After affixing his signature to a treaty of peace, Sir James Brisbane was compelled, in consequence of extreme indisposition, to retire to Pulo-Penang; and, we lament to say, that that highly distinguished officer never recovered from the effects of the disease he had contracted on the Irrawaddy. The Boadicea's boats, however, were not withdrawn from the flotilla, the chief command of which again devolved upon Captain Chads. Sir James Brisbane died at New South Wales, Dec. 19, 1826. He was then about to proceed to the west coast of South America, with his broad pendant on board the Warspite 76, to which ship he had removed it on his being superseded in the East India command, by Rear-Admiral Gage, about the middle of August, 1826.

---

## CHAPTER V.

It was with extreme regret that Sir Archibald Campbell and Mr. Robertson reported, for the information of the Governor-General in Council, that the treaty concluded at Melloone, on the 3d January, 1826, not having been ratified by the King of Ava, and none of the stipulations having, within the prescribed period, been fulfilled, all amicable intercourse with the authorities at that place was necessarily broken off, and war renewed on the morning of the 19th.

On the 18th, the day appointed for the return of the ratified treaty, &c. the commander-in-chief and civil commissioner finding that, instead of a fulfilment of this promise, a further delay of six or seven days was solicited, under such equivocal circumstances as left no doubt that a total want of faith guided the Burman councils, it was definitively declared to the deputies, that their request could not be complied with, and an article proposed to them, in which it was stipulated, (together with the performance of others already agreed to), that they should evacuate Melloone, by sun-rise, on the morning of the 20th. On their positive rejection of this proposition, they were told, that after twelve o'clock, that very night (the 18th), hostilities would re-commence. Deeming it of the utmost importance that no time should be lost in punishing duplicity of so flagrant a character, Sir Archibald Campbell ordered the construction of batteries, and the landing of heavy ordnance from the flotilla, to commence immediately after midnight, and every requisite arrangement to be made for an early attack upon Melloone, "the defences of which place were represented as a

chef-d'œuvre of Burman fortification \*." By ten o'clock the next morning, 28 pieces of ordnance were in battery, on points presenting a front of more than one mile on the eastern bank of the Irrawaddy, which corresponded with the enemy's line of defence on the opposite shore. The preceding night had been devoted by the enemy to preparations equally laborious, and the construction of extensive and well planned works, with a view to the resistance on which they had resolved. At 11 A. M., Sir Archibald ordered his batteries and rockets to open their fire, which was warmly kept up, and with such precision of practice as to reflect the highest credit on that branch of the service.

During this period, the troops intended for the assault were embarking in the boats of H. M. ships, and part of the armed flotilla, at a point above the British encampment, under the superintendence and direction of Captain Chads.

About 1 P. M., the desired impression having been produced by the cannonade, and every thing reported ready, Sir Archibald directed the above brigade, commanded by Lieutenant-Colonel R. H. Sale, to drop down the river, and assault the main face of the enemy's position, near its south-eastern angle; and Brigadier-General Cotton's division to cross above Melloone, and, after carrying some outworks, to attack the northern face of the principal work.

Although the whole of the boats, &c. rowed off together from the left bank, the strength of the current, and a strong northerly breeze, carried the gallant Sale's brigade to the given point of attack, before Brigadier-General Cotton's division, notwithstanding every exertion, could reach the opposite shore. The Lieutenant-Colonel was unfortunately wounded in his boat; but the troops having landed, and formed with admirable regularity, under the command of Major William Frith, of H. M. 38th regiment, rushed on to the assault with their usual intrepidity, and were, in a short time, complete masters of a work which had been rendered most formidable by la-

---

\* Snodgrass, 245.



bour and art, and was such as to afford the enemy a presumptive assurance of security in their possession of it. When Brigadier-General Cotton saw that the enemy's work was carried by the 13th and 38th regiments, he very judiciously ordered a brigade, under Lieutenant-Colonel Thomas Hunter Blair, of the 87th foot, to cut in upon their line of retreat, which was done accordingly, and with much effect.

Thus was accomplished, in the course of a few hours from the renewal of hostilities, forced upon the British by perfidy and duplicity, a chastisement as exemplary as it was merited. Specie to the amount of 30,000 rupees was found in Prince Memia-boo's house; and a very ample magazine of grain, 76 guns, 90 jingals, 1700 muskets, 2000 spears, 18,000 round shot, a quantity of quilted and loose grape, 100,000 musket-balls, more than twenty tons of gunpowder, an immense quantity of refined salt-petre and sulphur, upwards of a ton of unwrought iron, three gilt and fifteen common war-boats (all in good condition), eight large accommodation boats, forty-nine store-boats, from 200 to 300 canoes, and small boats of various descriptions, with about seventy horses, fell into the hands of the victors; whose total loss did not exceed nine, including four Lascars, killed, and thirty-four, among whom were Major Frith, Lieutenant William Dickson, of the Bengal engineers, five men belonging to the Alligator, and nine Lascars, wounded. "*To Captain Chads, of the royal navy, and every officer and seaman of H. M. ships,*" Sir Archibald Campbell again publicly acknowledged himself "*deeply indebted for the able and judicious manner in which the troops were transported to the points of attack;*" and they were once more requested by him "*to accept the unfeigned impression of his thankfulness.*"

The men-of-war boats employed in the above attack were, the *Boadicea's* launch, commanded by Lieutenant William Smith; her pinnace, by Lieutenant Joseph Grote; her barge, by Mr. Clarke, gunner; and her cutter, by Mr. Sydenham Wilde, midshipman: the *Alligator's* pinnace, by acting Lieutenant Valentine Pickey; barge, by Mr. William

Hayhurst Hall; and her two cutters, by Messrs. George Sumner Hand and George Wyke, midshipmen: lastly, the *Arachne's* pinnace, under Mr. Stephen Joshua Lett, with whom was associated Mr. William Coyde, midshipman.

In a letter to Sir James Brisbane, dated Jan. 20, 1826, Captain Chads says:—

“I have the pleasure of assuring you, that the gallant good conduct of every individual, both of H. M. navy and the H. C. service, fully equalled that which you have yourself so lately witnessed and highly commended.”

On the 23rd January, a combined force, under Brigadier Armstrong and Captain Chads, destroyed an evacuated stockade several miles above Melloone; and next morning, these officers were joined by nearly 300 family canoes with merchandize, which, taking advantage of a fog, had escaped from the Burmese warriors, in the general confusion occasioned by their late defeat. In less than three weeks after the capture of Melloone, the operations of the British, by land and water, had released from the tyranny of the enemy above 25,000 wretched inhabitants of the lower provinces, and not less than 4000 canoes, &c. which had been detained, and driven before the retiring army and flotilla, many of them ever since the commencement of the war. On the morning of the 24th, Captain Chads saw the remains of six poor creatures who had been crucified on the banks of the river, for attempting to escape from their oppressors.

The laborious duty of collecting and destroying the captured stores and iron artillery, together with a heavy fall of rain, prevented Sir Archibald Campbell leaving Melloone before the 25th January; at which period the navy had lost seven men, and forty-four were sick in the boats. On the 29th, Mr. William M'Auley, the only remaining medical gentleman attached to this arm of the service, was reported ill and delirious. On the 30th, one of the largest gun-boats struck upon a sand and bilged; the remainder passed over a bar with only five feet water. On the 2nd February, Captain Chads anchored the *Diana* about two miles below Zaynan-

gheoun (or the "fetid oil brooks"), where Sir Archibald Campbell had already established his head-quarters, in the immediate vicinity of the celebrated Petroleum wells. The light division of boats, under Lieutenant Smith, was then about ten miles in advance, employed in liberating numerous canoes, and in throwing his shot and shells amongst the enemy\*.

In the mean time, advices of the capture of Melloone reached the capital, and created the utmost consternation. In the uncertainty of the ultimate result of negotiations for peace, the military operations were suffered to proceed; but the Court of Ava determined to renew communications of a pacific tendency with the British commissioners. It was, however, no easy matter to find negociators in whom Sir Archibald Campbell and Mr. Robertson could now confide; and the Burman officers of state were very reluctant to be sent upon what they considered a hopeless, if not a dangerous errand. In this dilemma, the Court applied to Doctor Price, one of the American missionaries then in confinement at Ava, and obtained his consent to be employed as an envoy to the British camp. In order, also, to amend the chance of success, Dr. R. Sandford, surgeon of the royals (who had been taken prisoner on his way down to Rangoon), was associated in the negociation, upon his parole of honor to return again to Ava. The commander of the Hon. Company's gun-vessel Phaeton † and three British soldiers were, at the same time, restored to their liberty, as a compliment from the Court. The deputies reached head-quarters on the 31st of January, and, after conferring with the commissioners, returned to Ava on the following day. The astonishment excited in the capital by the re-appearance of Dr. Sandford is inconceivable. The ministers themselves declared that they never expected to

---

\* The Petroleum wells are scattered over an area of about sixteen square miles. Some of them are from 37 to 53 fathoms in depth, and said to yield at an average daily from 130 to 185 gallons of the earth oil.

† See p. 42.



see him again, and crowds of the inhabitants flocked about him to have a view of such a paragon of honor, exclaiming, "what a man of his word!"

The advance of the army was not retarded by the conference at Zaynan-gheoun, but continued towards the ancient and well-fortified city of Pagahm, where the enemy had collected an army, at least 16,000 strong, under the command of a savage warrior, styled Nee-Wooh-Breen (or King of Hell) who had pledged himself to achieve some signal success at the expence of the British, whom he designated "*the invading army of rebellious subjects.*"

The last battle fought by the contending armies was at Pagahm-mew, on the 9th February, 1826, when that city, and its exterior defences, were most gallantly assaulted and carried, by a corps consisting of less than 2000 men, under the personal command of Sir Archibald Campbell. This was the only instance during the whole war, in which the Burmese departed from the cautious system of defence, behind field-works and entrenchments, which forms their usual device of war. Relying on their great numerical superiority, and singular advantages of ground, they ventured on a succession of bold manœuvres on the flanks and front of the invaders;—but this false confidence was rebuked by a reverse—severe, signal, and disastrous. They left behind them many killed and wounded; hundreds jumping into the river, to escape their assailants, perished in the water; and, with the exception of from 2000 to 3000 men, the whole host dispersed upon the spot.

Strange as it may appear, the British had only two men killed and missing, and one officer, fifteen men, and two horses wounded. The flotilla, from the great difficulties of the navigation, which daily increased, and the rapid movements of Sir Archibald Campbell, was not up to share in his success this day, and consequently sustained no loss, except what arose from the effects of climate, exposure, and fatigue.

On the evening of the 12th February, Dr. Price was again despatched to the British camp, to signify the consent of the Burman Court to the terms of peace which had been

stipulated in the treaty of Melloone; to offer the immediate release of all the prisoners then at Ava, and the payment, in seven days time, of six lacs of rupees, as part of the indemnification money demanded; and to promise the delivery of nineteen lacs more (the remainder of the first instalment) on the return of the invaders to Prome. He was also instructed to solicit, that the army should not approach nearer to the capital than Pagahm-mew. Dr. Sandford, now set wholly at liberty, was allowed to accompany the envoy, and arrived in camp with him, at sun-set on the following day.

*Captain Chads, from his official situation, was requested by Sir Archibald Campbell to attend the ensuing conference,* when it was unanimously resolved, that not less than twenty-five lacs of rupees, on the spot, should be accepted, and that the advance of the army should be continued until the ratification of the treaty, the prisoners, and the money, were brought to head-quarters. On the morning of the 14th, Dr. Price took his leave of the Commissioners, stating the certainty of his coming back in a day or two, accompanied by some of the Burman ministers, for the purpose of making a final and satisfactory settlement; adding, that, as an ambassador, he had only done his duty in endeavouring to prevail upon them to accept of the smaller sum. In the British camp and flotilla, it was generally considered and hoped, that the advance of the combined force, which was resumed on the 16th, would conduct it to the Burman capital.

Previous to the departure of the flotilla from Pagahm-mew, Captain Chads was under the necessity of despatching a gun-boat, commanded by Lieutenant Rouband, to Rangoon, with Messrs. Hall, Wyke, and Coyde; Mr. Michael Nugent, assistant-surgeon; and eight seamen, all extremely ill. On the 17th Feb. he anchored, in the Diana, off Keeozie, and was there joined by Dr. Price with six war-boats, containing six lacs of rupees, and having on board Dr. Judson, (the other American missionary, sent from Ava as a mediator); twenty Burmans of rank; Lieutenant Richard Bennett, of H. M. Royal regiment; Mr. Henry Gouger, a British merchant; and

thirty-five other prisoners \*. On the 18th, the missionaries and war-boats returned to the capital, after making an ineffectual attempt to induce Sir Archibald Campbell and his colleagues, then at Yebbang, to receive the money they had brought, and to wait ten days longer for the payment of the remainder. On the 22d, they again made their appearance at Yandaboo, only forty-five miles from the capital, bringing with them twenty-five lacs in gold and silver bullion, and an assurance that two ministers of state would speedily follow, in order to ratify the treaty. *Captain Chads was now officially requested to act as one of the Commissioners for the affairs of Ava and Pegu.* On the 25th, he issued the following general memorandum to the officers and men under his command:—

“I feel the highest gratification in announcing to the flotilla, that the unwearied exertions, gallantry, and zeal of the officers and every individual composing it, have been crowned by an honorable peace; and on resigning the command of it, I beg to express my unfeigned thankfulness for the alacrity and cheerfulness with which this arduous service has been performed, and the personal attention which I have at all times experienced will ever be remembered by me with most pleasing and grateful feelings. The flotilla is now to be at the disposal of Major Jackson, Deputy-Quarter-Master-General, and the officers will report to him.”

In a letter of the same date, addressed to Sir Archibald Campbell, Captain Chads strongly recommended Lieutenant George Laughton, of the Bombay marine, to the favorable notice of the Supreme Government; “his conduct and ability on all occasions, from the very commencement of the war, having met with the constant approbation of his superiors, and the esteem of all others.” Among the officers of the flotilla, at this period, was Lieutenant Keele, who, although in an admiral’s barge, with extra rowers, and notwithstanding every exertion and the greatest perseverance, had been no less than twenty-four days on his passage from Rangoon to Yandaboo—so great are the difficulties of ascending the Irrawaddy.

---

\* A narrative of the captivity of Lieutenant (now Captain) Bennett, was published in the *United Service Journal*, Nos. vi. vii. ix. and xii.



By the treaty of peace, signed at 4 P. M. on the 24th Feb. 1826, the Honorable East India Company have obtained a large accession of most valuable territory, nearly equal to one-third of the whole Burman empire, affording an inexhaustible supply of the finest teak timber for naval purposes, and all the other productions of the East. They have also derived from this treaty the still greater benefit of a state of security infinitely less likely to be disturbed than in former times, by the formidable barriers interposed between them and the kingdom of Ava; and thus, not only is the probability of future annoyance greatly diminished, but the chance of any successful irruption almost entirely removed. Besides renouncing all claims, and engaging to abstain from all future interference with the principality of Assam, and its dependencies, and also with the contiguous petty states of Cachar and Jyntea; to recognize Ghumber Singh as Rajah of Munnipoore (should he desire to return to that country); to cede in perpetuity the provinces of Arracan, recently conquered by the British, including the four divisions of Arracan, Ramree\*, Cheduba, and Sandoway, (as divided from Ava by the Unnoupctowmien mountains), and also the provinces of Yeh, Tavoy, Mergui, and Tenasserim, with the islands and dependencies thereunto appertaining, (taking the Salucen, or Martaban river, as the line of demarcation on that frontier); to receive a British resident at Ava, and to depute a Burman minister to reside at Calcutta; to abolish all exactions upon British ships or vessels in Burman ports, that are not required from Burman ships or vessels in British ports; and to enter into a commercial treaty upon principles of reciprocal advantage; the King of Ava, "in proof of the sincere disposition of the Burman government to maintain the relations of peace and amity between the

---

\* The harbour of Kheauk-pheo, at the north end of the island of Ramree, is described as sufficiently large to accommodate the whole navy of Great Britain. The anchorage is from 8 to 15 fathoms throughout; and being land-locked on three sides, the west, east, and south, the harbour is completely secured against the S. W. monsoon.

nations, and as part indemnification to the British government for the expenses of the war," agreed to pay the sum of one crore of rupees, equal to about 1,000,000*l.* sterling, (valuing the rupee at two shillings, the then rate of exchange), of which contribution the first instalment, amounting to 2,508,199 sicca rupees, was embarked at Yandaboo, brought down the Irrawaddy, (a distance of 600 miles), and ultimately conveyed by Captain Chads to Calcutta, where it was landed from the Alligator, April 10th, 1826. It should here be remarked, that nothing but the dread and certainty of the capture of their capital, and, with it, a large amount of treasure, would have induced the Burman government to accede to these terms;—this, indeed, clearly appears evident, from the long protracted war, and their refusing to fulfil the treaty of Melloone.

It was not till the 8th of March, that the army commenced its retrograde movement on Rangoon, at which place Captain Samuel Thornton, of the *Slaney* sloop of war, had been left by Captain Chads to carry on the naval duties. A sufficient number of boats were provided by the Burmese to convey thither the greatest part of the European troops, escorted by the men-of-war boats, under the command of Captain Studdert. The remainder of the British accompanied the native troops by land as far as Prome. By the early part of May, the whole force had returned to Rangoon, and some of the regiments immediately sailed for Calcutta and Madras. On the 11th April, 1826, the Governor-General in Council issued a proclamation and general order, of which latter, the following are extracts:—

“The relations of friendship between the British Government and the State of Ava, having been happily re-established by the conclusion of a definitive treaty of peace, the Governor-General in Council performs a most gratifying act of duty, in offering publicly his cordial acknowledgments and thanks to Major-General Sir Archibald Campbell and the army in Ava, by whose gallant and persevering exertions the recent contest with the Burmese empire has been brought to an honorable and successful termination.

“In reviewing the events of the late war, the Governor-General in Council is bound to declare his conviction, that the achievements of the

British army in Ava have nobly sustained our military reputation, and have produced substantial benefit to the national interests.

“During a period of two years, from the first declaration of hostilities against the Government of Ava, every disadvantage of carrying on war in a distant and most difficult country, has been overcome, and the collective force of the Burman empire, formidable from their numbers, the strength of their fortified positions, and the shelter afforded by the nature of their country, have been repeatedly assailed and defeated. The persevering and obstinate efforts of the enemy, to oppose our advance, having failed of success, and his resources and means of further resistance having been exhausted, the King of Ava has, at length, been compelled to accept of those terms of peace, which the near approach of our army to the gates of his capital enabled us to dictate. Every object, the Governor-General in Council is happy to proclaim, for which the war was undertaken, has been finally and most satisfactorily accomplished. \* \* \* \* \*

“To the consummate military talents, energy, and decision manifested by Major-General Sir Archibald Campbell, to the ardour and devotion to the public service, which his example infused into all ranks, and to the confidence inspired by the success of every military operation which he planned and executed in person, the Governor-General in Council primarily ascribes, under Providence, the brilliant result that has crowned the gallant and unwearied exertions of the British troops in Ava. Impressed with sentiments of high admiration for those eminent qualities so conspicuously and successfully displayed by Major-General Sir Archibald Campbell, his Lordship in Council rejoices in the opportunity of expressing to that distinguished soldier, in the most public manner, the acknowledgments and thanks of the Supreme Government, for the important service he has rendered to the Honorable East India Company, and to the British nation. The thanks of Government are also eminently due to the senior officers, who have so ably and zealously seconded Major-General Sir Archibald Campbell in his career of victory. \* \* \* \* \*

“Amongst those zealous and gallant officers, some have been more fortunate than others in enjoying opportunities of performing special services. The ability with which Lieutenant-Colonel Godwin, of H. M. 41st, achieved the conquest of the fortified town of Martaban, and its dependencies, appears to confer on that officer a just claim to the separate and distinct acknowledgments of the Governor-General in Council. In like manner, Lieutenant-Colonel Miles and Brigadier-General M'Creagh have entitled themselves to the special thanks of Government for their services; the former, in the capture of Tavoy and Mergui; and the latter, in that of the island of Cheduba.

“The limits of a General Order necessarily preclude the Governor-General in Council from indulging the satisfaction of recording the names of all those officers whose services and exploits at this moment crowd upon



the grateful recollection of the Government, by whom they were duly appreciated and acknowledged at the time of their occurrence. His Lordship in Council requests that those officers will, collectively and individually, accept this renewed assurance, that their meritorious exertions will ever be cordially remembered. \* \* \* \* \*

“The conduct of that portion of the naval branch of the expedition which belongs to the East India Company has been exemplary, and conspicuous for gallantry and indefatigable exertion; and it has fully shared in all the honorable toils and well-earned triumphs of the land force. \* \* \* The Governor-General in Council has not overlooked the spirit and bravery, characteristic of British seamen, manifested by several of the masters and officers of transports and armed vessels, in various actions with the Burmese in the vicinity of Rangoon.

“It belongs to a higher authority than the Government of India to notice, in adequate and appropriate terms, the services of His Majesty’s squadron, which has co-operated with His Majesty’s and the Honorable East India Company’s land forces, in the late hostilities with the government of Ava. The Governor-General in Council, however, gladly seizes this opportunity of expressing the deep sense of obligation with which the Supreme Government acknowledges the important and essential aid afforded by his Excellency Commodore Sir James Brisbane, in person, as well as by the officers, non-commissioned officers, seamen, and marines of H. M. ships, who have been employed in the Irrawaddy. *Inspired by the most ardent zeal for the honor and interest of the nation and the East India Company, his Excellency, the naval commander-in-chief, lost no time in proceeding, with the boats of the Boadicea, to the head-quarters of the British army at Prome, and directing, in person, the operations of the river force, rendered the most essential service in the various decisive and memorable actions which, in the month of December last, compelled the Burmese to sue for peace.*”

On the 12th April, 1826, the following letter was addressed to Captain Chads, then in Diamond harbour :

“Sir,—The Commissioners in Ava having reported the considerations which induced them to propose to you to be associated with them in settling with the Burmese Commissioners the treaty of peace, I am directed by the Right Honorable the Governor-General in Council to express to you the acknowledgments of Government for the readiness with which you complied with their wishes.

“The Governor-General in Council proposes to take an early opportunity of conveying to his Excellency the naval commander-in-chief the sense of obligation entertained by the Supreme Government for the essential aid rendered to the Honorable East India Company by the ships of His Majesty’s navy serving in Ava; but, on the occasion of your arrival at this presidency, his Lordship in Council cannot deny himself the grati-

fication of expressing to you the sentiments with which he is impressed towards yourself individually, as well with advertence to your services generally, as to the special one alluded to at the beginning of this letter. I have the honor to be, &c.

(Signed) "GEO. SWINTON, Secretary to Government."

At a subsequent period, Joseph Dart, Esq. Secretary to the Honorable East India Company, conveyed to Captain Chads "an expression of the high sense which the Court of Directors entertained of his exertions in the Burman war, both when senior officer, and when charged with several of the most difficult enterprises:" Mr. Dart added, "that the Court had not failed to communicate to the Government of Bengal their cordial concurrence in the sentiments of approbation with which his services were noticed by that authority."

On the 24th November, 1826, it was "resolved unanimously, that the thanks of this Court be given to Commodore Sir James Brisbane, C. B., and the Captains and Officers of His Majesty's and the Company's ships and boats, who cooperated with the army in the Burmese war, *for their cordial, zealous, and most useful exertions*; and to the crews of His Majesty's and the Company's ships and boats employed in that service, *for their spirited and intrepid conduct on all occasions*; and that the commander of His Majesty's squadron on the India station be requested to communicate the thanks of this Court to the officers and men under his command." A similar resolution was passed by the Court of Proprietors in the course of the ensuing month. On the 27th January, 1827, the following letter was addressed to Commodore Sir James Brisbane, and a copy thereof sent to Captain Chads, whose ship, the Alligator, had recently been put out of commission:

"Admiralty Office, Jan. 27th, 1827.

"Sir,—I received and laid before my Lords Commissioners of the Admiralty your letter of the 21st May last, containing an account of the conclusion of the Burmese war; and I am commanded by their Lordships to express their approbation of the zealous and gallant conduct displayed by yourself, Captain Chads, and the other officers and men, during the long and arduous service on which they were employed. And I am to

signify their Lordships' direction to you to communicate the same to the several officers and men employed on the service in question. I am, &c.

(Signed) "JOHN BARROW."

It was not in words only that the Lords Commissioners of the Admiralty were pleased to express their approbation, but in the most gratifying manner, by a liberal and extensive promotion of those officers who had most distinguished themselves. Not only were Captains Chads, Marryat, and Ryves, advanced to the rank of Companions of the Most Honorable Military Order of the Bath, but every lieutenant and passed midshipman who remained on the service, belonging to the Alligator, Arachne, and Larne, besides others of the Liffey, Boadicea, and Sophie, were promoted. The thanks of both Houses of Parliament were subsequently voted to Sir James Brisbane, and the captains, officers, seamen, and marines under his command, for their "CORDIAL CO-OPERATION" with the land forces, and "THEIR SKILFUL, GALLANT, AND MERITORIOUS EXERTIONS, WHICH GREATLY CONTRIBUTED TO THE SUCCESSFUL ISSUE OF THE WAR."



## REMARKS.

---

FROM the foregoing detail, our readers will be enabled to appreciate the great importance of the services performed; the sufferings and hardships they entailed on the army and navy; and the discipline, gallantry, and zeal necessary to attain success. They were sent into an enemy's country at the commencement of the rainy season, the longest, perhaps, that is experienced in any part of India; and, during the whole of the first campaign, they had to encounter not only the danger consequent upon ordinary warfare, but privations and hardships almost unparalleled in either service. Scarcely had the deserted town of Rangoon fallen into the hands of the invaders, ere the country for many leagues around was completely devastated by the Burmese, so that it was impossible, for a very considerable period, to extract therefrom supplies even of the first necessity for the use of the hospitals, which were unhappily too soon filled, from the seamen and troops being constantly exposed to the climate in a series of harassing duties, as well as from living on unwholesome salt provisions, thereby subjecting the remainder of the combined force to incessant duty. Bullocks were very seldom to be obtained for any money; fresh provisions of every kind were almost equally scarce; so much so, that a pound of mutton sometimes sold for *five* shillings, a duck for *eighteen*, a fowl for *twenty*, a pound of soft bread for *two*, butter for *four*, cheese for *five*, tea for *twenty*, a basket of potatoes (weighing about 130 lbs.) for *twenty*, and a bottle of wine or spirits for *ten* shillings. Six months elapsed before any vegetables whatever could be procured; animals for draught were equally inaccessible, and when a few ponies were captured they fetched nearly 100*l.* sterling per head.

During the whole of the advance towards the capital, the seamen and troops suffered severely from the heat by day,

and the heavy cold dews by night, which fell with all the violence of rain; the thermometer ranging from 55° in the morning to 110° at noon. From this weather they had but very indifferent protection, the extremely limited means of conveyance, by land and water, only admitting the transport of a few tents for the Europeans, and provisions not more than sufficient for ten or twelve days;—for future supplies they were compelled to trust to their being forwarded by the native canoes from Panlang. This latter circumstance, on some occasions created distress, and, at all times, extreme anxiety of mind. *The seamen on this advance, which lasted upwards of a year, never returned to their ships; remaining constantly by their boats, rowing and tracking by day against a rapid stream, and, except when cantoned with the troops at Prome, sleeping in them by night, protected from the inclemencies of the climate by their awnings only; rarely meeting with a fresh meal, and, at one period, upwards of two months without so great a luxury;—still not a murmur was ever heard;—on the contrary, every service was performed with the utmost alacrity and cheerfulness.*

It is also to be recollected, that the officers and men of the royal navy had to contend at once against the batteries on shore, the attacks of the Burmese war-boats, and the still more formidable danger of destruction from numerous fire-rafts, sent down the different rapid streams;—whenever it became necessary to attack a stockade, seamen were obliged to direct and man the guns of the flotilla, the Lascars alledging, that they were told, when hired at Calcutta, that they were “only to pull and not to fight;”—when troops were to be landed, the British sailors were likewise obliged to precede the Hon. Company’s row-boats; and *only one battle was fought during the whole of the advance upon Ava, in which the royal navy had not a full share.*

There was another circumstance which at all times placed the naval officers in an extremely painful and delicate situation, more particularly the senior Commander, and which arose from the endeavours of the Bengal Government to place the whole of the Honorable East India Company’s

marine force under the General, independent of his Majesty's naval officers. To such an extent did a *Board of military officers*, appointed by the Supreme Government, under the name of "*Embarkation Committee*," wish to usurp the command, that it was only stopped by Captain Chads threatening to withdraw the men-of-war if such insults were offered to his Majesty's flag, and the following extract of a letter addressed by him to the senior naval officer in India shews the feeling that this conduct of the Bengal Government excited:—"I should wish to know," enquires he, "how I am to proceed on these points so greatly at variance with the customs in similar instances, when expeditions are formed by his Majesty's Government, inasmuch as the royal navy can now hardly be considered a co-operating independent force, but almost subservient to military officers of the Honorable East India Company, quite contrary to the high rank we have ever before held in India?"

This may account for the little notice taken in Major Snodgrass's work, of the eminent services rendered to the expedition by his Majesty's naval officers, seamen, and marines; and it may also have influenced the decision of the Bengal Government against them, in the distribution of extra batta since the termination of the war, which reward has been bestowed upon all their brethren in arms; and it is to be deeply lamented, that this decision has been not only confirmed by the Honorable Court of Directors in England, but acted upon in a further reward granted by them, as the documents in the Appendix will shew.



# APPENDIX.

---

On the 19th November, 1824, the Governor-General in Council resolved, that extra batta, according to the annexed table, should be allowed to the officers and men of His Majesty's navy, while employed in co-operation with the Honorable Company's land forces, either in river service or on the shores and coasts of Ava; the said allowance to be made for the time they had already been employed against that empire, and to be continued until their final departure from Rangoon. His Lordship in Council was also further pleased to resolve, that the senior naval officer should be entitled to receive, in addition to the full batta of his corresponding rank in the army, an allowance while commanding the marine branch of the expedition, according to the following scale:—

- If a Post-Captain above three years standing, 750 rupees *per mensem*.
- If . . ditto . . under . . ditto . . . . . 600 . . . . .
- If a Commander . . . . . 500 . . . . .

*Table of the Rates of Batta ordered to be paid to the different Officers and Men.*

	Rupees <i>Per Diem.</i>
Captain, above three years post, ranking as Colonel . . . . .	25
. . . under . . . . . Lieut.-Colonel . . . . .	20
Commander . . . . . Major . . . . .	15
Lieutenant . . . . .	
Master . . . . .	
Surgeon . . . . .	
Purser . . . . .	
} . . . . . Captain . . . . .	6
Assistant-Surgeon . . . . . Lieutenant . . . . .	4
Master's-Mate . . . . .	
Midshipman . . . . .	
Secretary to senior officer . . . . .	
Schoolmaster . . . . .	
Captain's Clerk . . . . .	
Gunner . . . . .	
Boatswain . . . . .	
Carpenter . . . . .	
} . . . . . Ensign . . . . .	3
Petty and non-commissioned officers, seamen, private marines, and boys . . . . .	<div style="display: inline-block; vertical-align: middle;"> <span style="font-size: 2em;">}</span> Rank and File. . . . .         </div>

The military were already in the receipt of "field batta." The pay and allowances to the commissioned officers of the royal navy, and to those of corresponding rank in the army, whilst employed in the Burmese war, may therefore be comparatively stated as follows:—

PAY AND ALLOWANCES TO THE ROYAL NAVY <i>per Mensem, in rupees.</i>				DITTO TO THE ARMY.		
Rank.	King's Pay.	Usual Batta.	Extra Batta.	Total.	Corresponding rank.	Total Pay and Allowances.
Captains of three years standing	300	360	750	1410	Colonels, all of whom were Brigadier-Generals . . . . .	2300
. . . . . under . . . . .	300	360	600	1260	Lieutenant-Colonels, the greater part of whom were Brigadiers . . . . .	1700
Commanders . . . . .	250	180	450	880	Ditto, commanding regiments . . . . .	1470
					Majors, commanding regiments . . . . .	1000
Lieutenants . . . . .	100	20	180	300	Ditto, not commanding.	600
					Captains . . . . .	400

On the 3rd August, 1826, the Supreme Government issued General Orders, of which the following are extracts :—

“The Right Honorable the Governor-General in Council having taken into consideration the heavy losses and expenses incurred by the troops, European and Native, who were employed in the late war in Ava, Arracan, and on the sea coast of the Burmese territory, has been pleased to resolve, that a Donation of Six Months Full or Field rate of Batta, shall be granted to all the officers, non-commissioned officers, and privates of corps, detachments, and staff, (including permanent establishments, not in receipt of increased rates of pay for this special service,) who were so employed for a period of not less than Twelve Months. This period to be calculated from the date of landing in the Burmese territory, until the final termination of hostilities, on the 24th February, 1826, or re-embarkation, whichever may have occurred first.

“To the officers and men of the Ava and Arracan forces, whose period of actual service within the Burmese territory falls short of Twelve Months, the Governor-General in Council is pleased to grant a Donation of Three Months Batta.

“His Lordship in Council is further pleased to grant the Donation of Six or Three Months Batta respectively, as the case may be, to such of the officers and men of the flotillas employed in the Irrawaddy, and on the coasts of Tenasserim and Arracan, as may not have drawn the Batta awarded by the Resolution of Government in the Secret Department, dated the 19th November, 1824. This indulgence of Batta to the officers and crews of the flotillas, who may not have been included in the benefit of the Resolution of the 19th November, 1824, is limited to individuals on the regular establishment of the Honorable Company. For those who were temporarily employed, suitable rates of Pay or Special Allowance were fixed, with reference to the nature of the service for which they were engaged †. \* \* \* \* The amount of the Batta Donation will be debited to war charges in Ava.”

The following correspondence has since taken place respecting this donation of batta :

CAPTAIN CHADS TO THE CHAIRMAN OF THE HON. COURT OF DIRECTORS.

“Fareham, Hants, 9th March, 1827.

“Sir,—Having seen in the Asiatic Journal, the General Order of the Right Honorable the Governor-General in Council, granting a Donation to the land forces and a part of the flotilla employed in the late war in the Burmese territory, from which His Majesty’s navy is excluded, I feel it a

---

† The extra seamen engaged at Calcutta received wages at the rate of about forty rupees per month.



duty I owe to those officers and men who served under me to address you on this subject, with confidence in the justice of the Honorable Court of Directors, not to sanction this invidious distinction.

“ Liberal as is the scale of allowance in the resolution of Government, in the Secret Department, of the 19th November, 1824, and which is referred to in the General Order, it appears it is such as has been granted on former occasions, and on this last service did not place the navy, as to emolument, on an equality with the land forces. This is not mentioned as a complaint, but to show that the resolution of Government ought not to be given as a reason for the present exclusion of the navy, as it underwent, to the fullest extent, the same privations and expenses as the land forces and the flotilla, and of the latter it was certainly the right arm. I trust it will also be considered that the navy shared equally in the sacrifice of booty, that the capture of the capital would doubtless have afforded, and which was made to the political interests of the Honorable Company by the treaty of peace, by which both territory and a large sum of money were ceded to the Honorable Company. I have the honor to be, &c.

(Signed) “ H. D. CHADS, Captain, R. N.”

ANSWER.

“ *East India House, 23d March, 1827.*

“ Sir,—I have laid before the Court of Directors of the East India Company your letter adverting to the resolution of the Government of Bengal, by which a donation was granted to the land forces, and a part of the flotilla, employed in the late war with Ava, and appealing against the exclusion of the royal navy from the benefit of that grant.

“ In reply, I am commanded to observe, that by a previous resolution of the Bengal Government, dated 19th Nov. 1824, extra allowances were awarded to all the officers and men of His Majesty’s navy, for the whole period of their employment in the Burman war, that these extra allowances were equal to any which had been granted upon former occasions of service of a similar nature rendered by the royal navy, and that they exceed in amount the allowances of extra batta to corresponding ranks of the army, under the resolution of the Bengal Government of which you complain.

“ Under these circumstances, I am directed to inform you, that in reference to the express provisions of the latter resolution of the Bengal Government, the Court cannot consider that there is any ground for the representation contained in your letter. I have the honor to be, &c.

(Signed) “ J. DART, Secretary.”

“ *Captain H. D. Chads, R. N. &c. &c. &c.*”

EXTRACTS OF A MEMORIAL, containing an outline of the conjunct operations in Ava, presented by CAPTAIN CHADS TO THE LORDS COMMISSIONERS OF HIS MAJESTY’S TREASURY, June 17th, 1828.

“ On the part of the forces it is humbly submitted, that they have a strong claim to reward for their successful exertions, and the severe pri-

vations so patiently endured; and they humbly look forward to His Majesty's gracious approbation and generous consideration.

“ It has hitherto been impossible to detail the particulars of the ordnance, arms, stores, ammunition, grain, boats, and treasure, which were taken possession of by the different forces engaged during this arduous and destructive war, the greater part of which, from the nature of the warfare, it became absolutely necessary to destroy, to prevent the chance of their again falling into the hands of the enemy, and this was a measure indispensable to the success of the expedition. There was also a very considerable quantity of property taken, consisting principally of bells, some of immense weight, particularly one at Rangoon, which weighed several tons. Property of this description has been usually considered as prize or booty, and divisible amongst the captors; the Government of India, however, conceived that it would be more advantageous to their public interests to have these bells again replaced, and accordingly they were restored; some of them, which had been sent to Calcutta, were for that purpose returned from thence. The whole of the property thus enumerated, which may strictly be denominated prize of war, may not exceed in value 300,000*l.*, and the amount for actual captures lodged in the Company's treasury does not exceed 80,000*l.* The army have as yet received no other compensation for the extraordinary expenses occasioned by the peculiar circumstances of this war, especially arising from the high price of provisions and all other necessaries, except an allowance of batta from the East India Company, and such allowance is no more than what had been usually given to other armies engaged in former wars in India. *The navy have not been allowed even to participate in such advantage, however inadequate; and by them nothing whatever has been received since the termination of the war.*

“ The distribution of so small a sum of money as prize amongst the combined military and naval forces will afford a very inconsiderable reward to those who have succeeded in bringing this war to a successful termination. A war which at one time, from the obstinate resistance of the Burmese, and the numberless difficulties to be surmounted, was considered by those best able to form a competent judgment, almost hopeless. It is to the judgment and perseverance of Sir Archibald Campbell, and the courageous exercise of the discretion vested in him, by which he incurred a deep responsibility, supported by the ardent devotion of the combined forces to their duty, that the East India Company have reaped such ample advantages. Not less merit, it is to be observed, may be fairly attributed to that forbearance which was shewn in so exemplary a manner by abstaining from continuing the advance upon Ava, when the spirit of the enemy was broken from repeated defeats, and when the conquest of the capital and the large booty therein contained, was certain. Strictly following the dictates of his duty, Sir Archibald Campbell consulted only the great political interests committed to his charge, and concluded a

treaty which at once banished the hope entertained by the whole force, of realizing a rich reward for their toils, and which prospect had been so long before them—but this, his forbearance, secured to the East India Company not only a large accession of valuable territory, but also the payment of a million sterling in money—when such benefits have been derived from the exertions of the army and navy, they entertain an humble hope that they will not be left with the bare distribution of the value of that property which is strictly denominated prize, *and the partial allowance of extra batta to the land forces only*, not sufficient to compensate the officers and men for the expenses by them necessarily incurred;—they look forward with confidence, that your Lordships will recommend to His Majesty by his gracious interference to procure for them the money stipulated to be paid by the treaty, together with the prize property which has been acquired by such great sacrifices.

“Your Memorialist humbly prays, that His Majesty will be graciously pleased to grant these sums to be distributed in such manner as His Majesty may judge right from the peculiar nature and duration of the war; and he further prays, on behalf of the officers and men of the royal navy, that His Majesty will also be graciously pleased to appoint Vice-Admiral the Right Honorable Sir George Cockburn, G. C. B. trustee for the naval force.

“Your Memorialist considers he ought to apologize to your Lordships for detailing military service, but as the navy was in constant co-operation with the army, he feels it would have been impossible to have pursued a different course; and to have longer delayed the memorial, in consequence of the absence of Major-General Sir Archibald Campbell, G. C. B., might prove an injury to both services. Your Memorialist as in duty bound will ever pray.

(Signed) “H. D. CHADS.”

This memorial produced the following letter from the Hon. Court of Directors to the Lords of His Majesty’s Treasury:—

“*East India House, 19th Feb. 1829.*”

“Sir,—The Chairman and Deputy Chairman of the East India Company have communicated to the Court of Directors your letter dated 16th ultimo, with copy of a memorial addressed to the Lords of His Majesty’s Treasury, by Captain Henry D. Chads, C. B., as senior officer of the royal navy at the termination of the Burmese war, and the Court having examined the representations and statements which Captain Chads has made, I am commanded to observe, that the Court are deeply sensible of the merits and services of the several officers and men who composed the marine part of the force employed in the late war;—the opinion which the Court entertain upon that subject was embodied in a unanimous resolution of the 24th Nov. 1826, of which the following is a copy:—

“Resolved unanimously, that the thanks of this Court be given to



Commodore Sir James Brisbane, C. B., and the captains and officers of His Majesty's and the Company's ships and boats, who co-operated with the army in the Burmese war, for their cordial, zealous, and most useful exertions, and to the crews of His Majesty's and the Company's ships and boats employed in that service, for their spirited and intrepid conduct on all occasions, and that the commander of His Majesty's ships on the India station be requested to communicate the thanks of the Court to the officers and men under his command.'

"Independently of this general expression of thanks, the Court have not failed specially to record their concurrence in the high approbation bestowed by the Bengal Government on the exertions of Captain Chads, both when senior officer and when charged with several of the most difficult enterprises.

"Upon those points of Captain Chads's representation which refer to pecuniary compensation, the Court instruct me to remark, that both branches of the service, naval and military, were remunerated by the grant of batta; the only difference being, that, in the case of the navy, the batta was issued during the progress of the war, and for the whole period of service, whereas in the case of the army, it was not issued until the war had terminated, and then only for a limited period, not exceeding, in any instance, twelve months. Hence the Lords of the Treasury will perceive that Captain Chads is mistaken in saying that the navy were not allowed to participate in the grant of special batta.

"The Court beg leave further to state, that the extra batta granted to the navy, upon the occasion of the Burmese war, was in addition to the allowance of batta which the Company regularly make to the officers of the royal navy in the Eastern Seas.

"Of the crore of rupees which the Government of Ava agreed by treaty to pay, as 'part indemnification for the expenses of the war', there had been received at the date of the last advices, 62 lacs 66,672 rupees, nearly the whole of which has been expended in the special batta paid to the army and navy for their services during the war, and the Lords of His Majesty's Treasury are fully aware of the severe pressure which that war has brought on the finances of India.

"The sum deposited in the Company's Treasury on account of the proceeds of property captured during the war, appears by the latest accounts, to amount to no more than 13 lacs 687 rupees, but the Court have no doubt that other monies may have been subsequently realized on the same account.

"The Court have given directions for a memorial to be preferred, praying the distribution in the usual manner of whatever sum may be in deposit in respect of the same property. I have the honor to be, &c.

(Signed)

"P. AUBER, Secretary."

"To the Honorable J. Stewart."

On the 7th December following, in consequence of a correspondence that had recently taken place between Sir Archibald Campbell and the Honorable Court of Directors, &c. on the subject of the crore of rupees obtained by the treaty of peace, and other circumstances connected with the donation of batta to the troops and Bombay marine, Captain Chads felt himself called upon to address Mr. Auber on behalf of the officers and men of His Majesty's navy employed during the war in Ava, and to request he would submit to the Honorable Court a statement of facts and remarks connected with the extra batta granted during the contest, as well as with the subsequent donation, "in the hope that the Hon. Directors would again be induced to give it their attention, and consider the royal navy as equally entitled to their liberality as the other branches of the expedition." "Up to the close of the war," added he, "there was no invidious distinction as to emolument; and had that peace, which was so honorable to the whole force, not taken place, the navy would not now, in all human probability, have to deplore the neglect they have hitherto experienced. I feel confident the Honorable Court will have every liberal disposition to do justice to those who have undergone such unprecedented hardships and privations in their service with so much zeal and courage." The facts adduced by Captain Chads on this occasion, together with his remarks, appear in a second memorial to the Lords of his Majesty's Treasury, a copy of which will presently be given. The answer he received from Mr. Auber is as follows:—

*“ East India House, 1st January, 1830.*

“ Sir,—The Court of Directors of the East India Company have had before them your letter, requesting, upon the grounds therein set forth, a re-consideration of the claims of the detachment of the royal navy which was employed in the Burmese war, to participate in the donation of batta granted to the army upon its termination, and I am commanded to inform you, that it is with much regret the Court feel themselves compelled to maintain the decision passed by the Government of Bengal, and which has received the Court's confirmation. I have the honor to be, &c.

(Signed)

“ P. AUBER, Sec'y.”

COPY of a MEMORIAL presented by CAPTAIN CHADS to THE LORDS COMMISSIONERS OF HIS MAJESTY'S TREASURY, "on behalf of Commodores Charles Grant and Sir James Brisbane, both deceased, and of the successive senior officers commanding his Majesty's naval forces, and of the officers and men serving under their command." Dated at Farc-ham, Hants, 30th April, 1830.

"To the Right Honorable the Lords Commissioners of His Majesty's Treasury, the further Memorial of Captain Henry Ducie Chads, C. B. the senior officer of His Majesty's Navy at the termination of the war against the dominions of the King of Ava, &c. &c. &c.

"Humbly sheweth,—That your Memorialist, in addition to the memorial which he had the honor of laying before your Lordships on the 17th of June, 1828, further begs leave to state, that at the commencement of the war in India against the Burmese Government, in the beginning of the year 1824, when the Governor-General requested the assistance of His Majesty's navy to co-operate with the army, the following allowance of extra batta was made to those employed in that service, viz.

<i>Rank of Navy.</i>	<i>Rank of Army.</i>	<i>Batta per diem.</i>
"Captains, three years post	- Colonels - - - -	25 rupees.
"Captains, under ditto - - -	- Lieutenant-Colonels	20 rupees.
"Commanders - - - - -	- Majors - - - -	15 rupees."

"A similar regulation had been adopted on former occasions by the Bombay Presidency.

"It was generally understood, that this arrangement was intended to place the army and navy, whilst serving in the expedition, according to their relative ranks, on the same footing (although, in fact, the army had considerable advantages), and the allowance was gratefully accepted by the navy; unfortunately, from the peculiarity of the service and the nature of the country, it proved barely sufficient to cover the enormous additional expence incurred by the scarcity of provisions, and the very high price of all the common necessaries of life. With this allotment of batta, the navy continued to co-operate with the army for nearly two years, until the end of the war, during which period the officers and men quitted their vessels for long spaces of time, and became in effect a part of the land force, sharing all the dangers of the army, exposed to the same privations and hardships, bearing the same expenses, and even messing with their relative ranks in the army, and encamping with them during several months in the wet season. The sufferings necessarily incident to this peculiar warfare pressed most severely on the navy, from being unaccustomed to this kind of service, but all was borne cheerfully and without complaint.

"Your Memorialist further begs leave to state, that the navy always considered, that at the conclusion of the war, they had good reason to expect to receive the same remuneration as should be made to the army; the maritime force had, in every respect, equally contributed to the ulti-



mate success of the war, and therefore to withhold from them the advantages enjoyed by the army, has the effect of creating an invidious distinction between the two services.

“ At the conclusion of the war, the Governor-General granted a donation of three and six months’ field batta to the troops, according to the time of their services, as a remuneration for the losses and expenses they had incurred; from this donation the navy was excluded upon the plea that they had received extra batta during the war, although their whole allowances were inferior, according to their relative ranks, to those enjoyed by the army \*; indeed so great was the necessary expence of subsistence, that without these allowances it would have been impossible for the officers and men of the navy to have procured what was absolutely indispensable. *This donation to the troops obtained the sanction of the Honorable Court of Directors, and ANOTHER SIMILAR GRANT WAS MADE TO THEM, still excluding the navy on the same grounds as before; and so strongly was this preference in favor of the army evinced, that in addition to the extra batta which was granted to His Majesty’s 45th regiment †, and other troops who had arrived just at the close of the war, the donation of SIX months’ batta was made to them, whilst the officers and men on board of, and belonging to, His Majesty’s ships who had been employed for a few months only previous to its termination, merely received (extra) batta during the period of their actual services, and no more.*

“ Your Memorialist deems it right to inform your Lordships, that he is almost the only individual in command who received extra batta beyond the donation of twelve months; but this circumstance arose from his having, though with impaired health, withstood for a longer period the extreme variableness of the climate, and the severity of the service, when three of his superior officers had fallen victims to it; and consequently his services were for a greater space of time devoted to the interests of the East India Company.

“ Your Memorialist requests your Lordships’ particular attention to the fact, that *the resolution of the Indian Government whereby the Bombay marine as well as the royal navy were excluded from receiving the donation, has been altered by the Supreme Government at Calcutta, and by the orders of the Bombay Government, dated the 22d of September, 1828, the Bombay marina were directed to receive the donation and allowance of batta, AND A GRANT TO THAT EFFECT HAS BEEN MADE TO COMMODORE HAYES, commanding the flotilla in Arracan, AS FLAG-OFFICER, which appears by the letter hereto annexed, whilst by reference to the treaty of peace it will be seen that your Memorialist was in command of the flotilla that was instrumental to the honorable termination of the war.*

---

\* And their losses and expenses fully equal.

† A corps not at all connected with either of the Indian Presidencies.

“By these measures, the royal navy is the only branch of the force now excluded from that benefit which it has been deemed right to confer on their associates in this war. Your Memorialist humbly represents to your Lordships, that such an exclusion is in itself not only an unmerited hardship, but must necessarily be considered as throwing, comparatively at least, discredit on the services by them performed. Your Memorialist confidently avers, that with regard to exertion, suffering, and privation, there exists no reason which ought justly to place the navy in an inferior and more disadvantageous condition.

“Your Memorialist begs leave further to state, that an application has lately been made to the Honorable Court of Directors, by Major-General Sir Archibald Campbell, for a grant of the crore of rupees stipulated to be paid by the Burmese Government in pursuance of the treaty, in order that the same should be distributed as prize to the forces engaged. Amongst many other reasons, one of the grounds on which this application was founded, was the loss sustained in relinquishing the immense booty which would have fallen into the hands of the British forces by the capture of the Burmese capital, which was in their grasp. To this request the Court have deemed it proper to withhold their consent, alleging as a reason the donation of batta for twelve months, and stating that, *from this crore of rupees, the troops received the same benefit as had been granted in the previous case of Seringapatam.* And your Lordships \*, in reply to Sir Archibald Campbell’s memorial on the same subject, state, ‘that you should not be justified in recommending’ [to the Directors of the East India Company to make] ‘any addition to the gratuity which the army has already received.’ These decisions of your Lordships and the Honorable Court of Directors greatly strengthen the claim of the royal navy, *for that branch of the forces engaged was as instrumental in procuring this crore of rupees as any other, and if any part of the property so acquired, or any monies in lieu of it, be made the subject of donation, it is but consistent with justice and impartiality that all engaged should participate in the advantage,* and your Memorialist humbly prays your Lordships to recommend to His Majesty to cause the same, by his gracious interference, to be effected towards his royal navy, by the distribution of a sum equal to that received by his army.

“In thus addressing your Lordships, your Memorialist begs to disclaim any feeling of personal advantage, and to avow that he is actuated solely by a sense of duty he owes to the brave men who served under his command, who look to him to maintain their claims and protect them, to the utmost of his power, from all injustice. And your Memorialist, as in duty bound, will ever pray.

(Signed)

“H. D. CHADS.”

---

\* On the 4th March, 1830.

*Copy of the Letter referred to by Captain Chads.*

“(Mily. Dept.)

“ Council Chamber, 20th January, 1827.

“ Sir,—I have the honor to acknowledge the receipt of yours to the address of Mr. Secretary Lushington, under date of the 12th instant, and in reply to state, Government consider you entitled to Six Months' Donation Batta, as flag-officer, commanding the flotilla on the coast of Arracan, to which effect the necessary communication will be made to the Audit Department. I am, &c.

(Signed)

“ W. CASEMENT, Lient.-Col.

“ To Commodore John Hayes.”

Secretary Mily. Dept.”

At the foot of this letter is written as follows:—

“The last Six Months' gratuity ordered from home I got through the same authority on the 2d of November following:

(Signed)

“ JOHN HAYES, Commodore.”

Having forwarded to the Admiralty a copy of the above memorial, and solicited their Lordships' support and influence, Captain Chads was soon afterwards officially informed that they conceived the original should have been addressed to the Board of Control; and he consequently laid another, to the same effect, before the Commissioners for the Affairs of India. The following will shew the result of his second application to the Treasury:—

“ East India House, 3d June, 1830.

“ Sir,—The Chairman and Deputy Chairman of the East India Company have laid before the Court of Directors your letter dated the 11th ultimo, transmitting a copy of a memorial from Captain H. D. Chads, of the royal navy, in which he prays the interference of the King's Government to obtain for the officers and men belonging to His Majesty's navy, who served in the Burmese war, the same allowance of donation batta as has been awarded to the land forces; and I am commanded to acquaint you, for the information of the Lords of the Treasury, that the observations contained in the letter which I had the honor to address to you on the 19th Feb. 1829, upon the subject of a former memorial addressed to their Lordships by Captain Chads, are for the most part applicable to the representations contained in that officer's recent address.

“ From that letter it will be perceived, that a donation of batta has been granted to the navy as well as to the army, for the distinguished services which both of them rendered in Ava, the only difference having been that the donation was paid to the navy at a fixed rate for each grade, per day, during the progress of the service, whilst that paid to the army was for a limited period, and was not issued until the service had terminated.



“ Captain Chads is mistaken in supposing that the Bombay marine received both the daily gratuity batta and the donation after the war. That donation was expressly limited to cases in which the daily gratuity batta had not been drawn ; and if Sir John Hayes has drawn both, it has been without the Court’s knowledge, and certainly could not receive their sanction. I have the honor to be, &c.

(Signed)

“ P. AUBER, Sec.”

“ *To the Hon. J. Stewart.*”

On the 17th of the same month, Mr. J. Stuart Wortley, Secretary to the Board of Controul, acquainted Mr. Barrow, for the information of the Lords of the Admiralty, that a reference had been made to the Directors of the East India Company, and an explanation received, on the subject of Captain Chads’s memorial. This, however, proved quite as unsatisfactory as either of Mr. Auber’s former letters, and induced Captain Chads thus to follow up his appeal to their Lordships:

“ *Fareham, Hants, 24th June, 1830.*

“ Sir,—I hope it will not be considered presumptuous, that I again intrude by replying to the letter from the Secretary to the Board for the Affairs of India, of the 17th June, 1830, which my Lords Commissioners of the Admiralty have done me the honor of sending to me. Silence might be attributed to my acquiescence in the justice of the remarks of the Honorable Court of Directors of the East India Company.

Whilst I admit that the fullest credit should be given to the Court of Directors, that they desire the royal navy should derive every advantage from the war in Ava that has been granted to the army, and that they really believe it has done so, I trust their lordships will also give me credit for neither desiring nor requesting any thing further ; and that in asserting the claims of the navy now, or heretofore, I am not actuated by a selfish or mercenary motive, but solely from an anxiety that the service I have the honor of belonging to should not be placed in an inferior point of view with any other service.

“ The Court of Directors have now given specific reasons for withholding the donation of batta to the navy, and in the language they have used it might be imagined that the navy had been a favored branch of the expedition ; but I trust in the explanation I shall now have the honor of submitting, with all due respect, I can shew that they have been totally mistaken in the view they have taken of the subject, and which I am persuaded only requires to be pointed out to them, to obtain a revision of their judgment, in favor of the claims I have submitted.

“ The Court have in their reply made two distinct statements, which I

beg to quote at length, for the purpose of replying to them *seriatim*, and thus incontrovertibly to point out the fallacy under which the Court labours.

“ 1st, ‘*That both branches of the service, naval and military, were remunerated by the grant of batta, the only difference being that in the case of the navy the batta was issued during the progress of the war, and for the whole period of service, whereas in the case of the army it was not issued until the war had terminated, and then only for a limited period, not exceeding in any instance twelve months.*’

“ The principle on which the batta was given to the navy during the progress of the war was taken from that of the army; the latter, on going on service or taking the field, is placed on full batta, and which is an extra daily allowance not paid whilst in garrison. The troops *did* leave garrison or half batta stations, and went into the field on full batta, thereby acquiring additional half batta, for which assertion I appeal to any person at all conversant with this subject in general, and specifically for this occasion I have the authority expressly given of Lieutenant-Colonels Elrington and Godwin, who commanded the 47th and 41st regiments; the former embarked on the expedition at Bombay, and subsequently from Fort William, and the latter from Madras, thus including the three presidencies of India; this full batta was received by all ranks of the army during the progress of the war, and for the whole period, and was the guide to and precisely the same sum granted to the navy on its taking the field with the army; and in the resolution of the Bengal Government, granting it to the navy, it was most properly called ‘full batta of corresponding ranks in the army.’ The navy received the full batta during the progress of the war only, each ship respectively for the time it was employed, and no ship for the whole period, whilst many regiments did so and some even that were in Ava but a very short time, a single day entitling them to six months’ donation.

“ ‘*The extra batta granted to the navy upon the occasion of the Burmese war was in addition to the allowance of batta which the Company regularly make to the officers of the royal navy in the Eastern Seas.*’

“ The army likewise received their additional or extra batta in addition to their usual allowance.

“ I now submit, Sir, that the resolution of the Bengal Government was as necessary as it was equitable. The navy was employed in every possible situation with the army, even to messing and encamping, and ought to be considered, as they were in fact, an extra corps attached to the Company’s forces, and without which branch the war could not have been prosecuted. It could not reasonably be expected that the officers and men of the royal navy should be called to serve on this unprecedented service by the Honorable East India Company (for it was of a nature not to induce any one to intrude on) and placed side by side with the army, in a country where every necessary of life was to be procured only at an

enormous expence, ruinous to the individuals if left on the common allowances of India, and I confidently hope it will be deemed that the navy was entitled to the same field allowances as their companions in arms.

“ 2d,—‘ *That it is a mistake to suppose that the Bombay marine generally received both the daily gratuity batta, and the donation after the war, the latter being expressly limited to cases in which the daily gratuity batta had not been drawn.*’

“ To this the reply is concise. Captain Hardy, who commanded the Bombay marine under my orders, assures me that he did receive the batta during the progress of the war, as well as the donation batta at the conclusion, and that there are several officers of that service now in England, as well as Captain Hardy, who have received the same and can attest it. By the following certificate it appears that the second donation batta was made during the administration of Lord Amherst.

“ ‘ *Superintendent’s Office, Bombay, 20th January, 1829.*

“ ‘ This is to certify that Captain Henry Hardy, of the Honorable Company’s marine, has not yet received the second donation batta granted by the Supreme Government under date 21st September, 1826, to the officers and men of the marine establishment of Bombay, employed in the late war against the Burmese.

(Signed) “ ‘ CHARLES MALCOLM, Sup<sup>t</sup>. of Marine.’

“ I have every reason to believe, although the order is dated September 21st, 1826, it was not promulgated in General Orders, as in the case of the army, and indeed was not sent to Bombay until a very considerable time had elapsed.

“ ‘ *And that if Sir John Hayes received donation batta, as well as daily gratuity batta, he received it without the sanction, and contrary to the intentions of the Court.*’

“ With respect to Sir John Hayes, I have before sent the official document granting him the donation as a flag-officer, and it is under his own hand that he has received it; as it is three years since, the public accounts ought to shew the Directors the fact and the amount.

“ Having now endeavoured to afford my Lords Commissioners of the Admiralty every information, I have to request their Lordships will be pleased to communicate it to the Board of Controul, and I feel confident the claims of the navy to participate in the remuneration granted to the army since the war, and which has been paid from the money obtained by the treaty of peace, will receive a further consideration, founded on the explanations which I have happily had it in my power to furnish, and which I doubt not will be sufficiently satisfactory to induce the Board to view the claim I have made as only fair and just. I am Sir, your most obedient servant,

(Signed)

“ H. D. CHADS, Capt. R. N.

“ *To John Barrow, Esq. Admiralty.*”



ANSWER.

“ *Admiralty Office, 9th Sept. 1830.*”

“ Sir,—With reference to your letter of the 24th of June last, respecting the claim of the detachment of the royal navy which served in the Burmese war to additional batta, I am commanded by my Lords Commissioners of the Admiralty to transmit to you herewith copies of a letter dated the 8th instant, and the enclosures therein referred to, from the Assistant Secretary to the Board for the affairs of India, relative to the claim in question. I am, &c. (Signed) “ JNO. BARROW.”

“ *To Captain Chads, R. N. C. B.*”

(ENCLOSURES.)

“ *India Board, 8th Sept. 1830.*”

“ Sir,—In reference to your letter of the 29th June, 1830, to Mr. Wortley, I am directed by the Commissioners for the affairs of India to transmit to you, for the information of the Lords Commissioners of the Admiralty, the accompanying copy of a letter received from the Court of Directors of the East India Company.

“ I am further directed to transmit extracts from the resolutions of the Bengal Government to which reference is made in the letter from the Court of Directors\*. I have the honor to be, &c.

(Signed)

“ B. S. JONES.”

“ *To the Right Hon. J. W. Croker.*”

“ *East India House, 26th August, 1830.*”

“ Sir,—I have laid before the Court of Directors of the East India Company your letter dated 3d ultimo, and in reply I am commanded to acquaint you, that after a full consideration of the further statements which Captain Chads has made respecting the claim of the detachment of the royal navy which served in the Burmese war to additional batta, the Court are constrained to abide by the opinions which they have already expressed, that such claim is inadmissible.

“ It is clear, that in the view of the Bengal Government, the batta granted to the navy during the service was considered equivalent to the batta granted to the army after the service had terminated; and the Board will perceive, that what the army drew when in the field was limited to that to which they were entitled by the rules of the service, whereas that which the navy drew was gratuitous, and in addition to the ordinary allowance of batta which it is the practice of the Company to allow to the captains and officers of the royal navy on the India station.

“ The Court are unable to state, from the Company’s books, whether it be the fact, as stated by Captain Chads, that Sir John Hayes and Captain Hardy, of the Bombay marine, drew batta both during the war and after

---

\* See pp. IV. and VI.

its termination, but if such was the case, it must have been in contravention of the resolution of the Bengal Government, of August, 1826, which specifically limits the grant of batta to such as may not have drawn the batta awarded by the resolutions of Government in the Secret Department, dated 19th Nov. 1824. I have the honor to be, &c.

(Signed)

“PETER AUBER.”

“To J. Stuart Wortley, Esq.”

“Fareham, 14th Sept. 1830.

“Sir,—I have the honor to acknowledge the receipt of your letter of the 9th instant, with its enclosures, and regret to find that the Court of Directors still adhere to the resolution of excluding the officers and men of His Majesty’s navy from the advantage that every other branch of the expedition have derived from the war in Ava, for the fact still remains as I have stated, and which the Court do not attempt to controvert, or that of any other argument that I have advanced, ‘that Colonels Cotton and Macbean have each received upwards of 2000*l.* sterling, and all other ranks in proportion, since the war, and that paid from the money obtained by the treaty of peace; and the only conclusion to be drawn from the resolutions of the Bengal Government and Court of Directors is, either that the services of the navy were not equivalent to those of the army, or, as they are pleased to express it, ‘that the batta which the navy drew was gratuitous, and therefore they have the power to withhold it, although, in so doing, it may be an unworthy act.

“I feel it unnecessary, and indeed it would be unbecoming, to press any farther with the Court of Directors; but as no part of His Majesty’s Government have passed an opinion on the subject, I should feel honored by my Lords Commissioners of the Admiralty informing me, whether they consider there would be any impropriety in my presenting a memorial through their Lordships to the King in Council, stating all the circumstances as related in my memorial to the Board of Controul, and in my letter to you of the 24th June.

“The question is one nearly connected with prize money, as it was on an application from Sir Archibald Campbell for the money obtained by the treaty to be distributed as prize, that the Court of Directors stated, that a large portion of it had already been distributed in the gratuity of batta; and the Lords of the Treasury, in reply to a similar application, said they could not recommend any addition to be made to the gratuity the army had already received. From this circumstance, His Majesty’s Government may be induced to interfere, and do the navy that justice it has in vain sought from the East India Company.

“In conclusion, I beg to assure my Lords Commissioners of the Admiralty, I shall be most ready to follow any directions or advice they may be pleased to give; and I can only repeat, that I have had no other motive in urging the claim of the navy, which has been both irksome and ex-

pensive to me, than that its services should not be considered inferior to that of any other. I have the honor to be, &c.

(Signed)

“H. D. CHADS.”

“*To John Barrow, Esq.*”

In reply to the foregoing letter, Captain Chads was informed, “that their Lordships could not further interfere in this matter.” Thus is the question left,—the East India Company thinking they have done all that is requisite for the officers and men of the royal navy, and the latter, on the contrary, feeling that they have not met with that liberality and handsome return their services merited, and which *in words* were always most gratefully acknowledged. Should a similar co-operation ever be required, solely for the maintenance of the power and interest of the Honorable Company, and the treaty of Yandaboo be brought forward as the basis for another, with what different feelings must it be viewed by the members of the respective services.





# ROYAL NAVAL BIOGRAPHY;

OR,

*Memoirs of the Services*

OF ALL THE

FLAG-OFFICERS,  
SUPERANNUATED REAR-ADMIRALS,  
RETIRED-CAPTAINS,  
POST-CAPTAINS,  
AND COMMANDERS,

Whose Names appeared on the Admiralty List of Sea-Officers at the commencement of the year 1823, or who have since been promoted;

Illustrated by a Series of

HISTORICAL AND EXPLANATORY NOTES,

Which will be found to contain an account of all the

NAVAL ACTIONS, AND OTHER IMPORTANT EVENTS,

FROM THE COMMENCEMENT OF THE LATE REIGN, IN 1760,

TO THE PRESENT PERIOD.

WITH COPIOUS ADDENDA.

---

By JOHN MARSHALL (B),  
LIEUTENANT IN THE ROYAL NAVY.

---

“Failures, however frequent, may admit of extenuation and apology. To have attempted much is always laudable, even when the enterprise is above the strength that undertakes it. To deliberate whenever I doubted, to enquire whenever I was ignorant, would have protracted the undertaking without end, and perhaps without improvement. I saw that one enquiry only gave occasion to another, that book referred to book, that to search was not always to find, and to find was not always to be informed; and that thus to pursue perfection, was, like the first inhabitants of Arcadia, to chase the sun, which, when they had reached the hill where he seemed to rest, was still beheld at the same distance from them.” *Johnson.*

◆  
VOL. III.—PART II.  
◆

London:

PRINTED FOR LONGMAN, REES, ORME, BROWN, AND GREEN,  
PATERNOSTER ROW.

1832.

ROYAL  
NAVAL BARRACKS

Memories of the Service

OF ALL THE  
OFFICERS  
FLAG-OFFICERS  
SUPERINTENDENT OFFICERS  
OFFICERS  
POST-OFFICERS  
THE COMMANDERS

REGULAR AND EXPLANATORY NOTES

NAVAL ACTS AND OTHER IMPORTANT DOCUMENTS

THE HISTORY OF THE

IN THE

THE

W. Pople, Printer,  
67, Chancery Lane.



## CONTENTS OF VOL. III.—PART II.

### CAPTAINS.

	Page		Page
Anson, Hon. William	21	Graham, Charles	159
Astley, Sir Edward W. Corry	81	Grant, Sir Richard	38
Baynes, Robert Lambert	42	Grey, Hon. Frederick William	30
Bennett, Thomas	58	Hamilton, William Alexan-	
Best, Hon. Thomas	158	der Baillie	47
Blight, William	153	Hastings, Thomas	157
Bourchier, Thomas	15	Haye, George	78
Bowyer, William Bohun	124	Hayes, George	110
Boyle, Courtenay Edmund		Hoare, Richard	13
William	126	Hobson, William	42
Brace, Francis	15	Hope, David	111
Bridges, Philip Henry	17	Hoste, Thomas Edward	125
Burgess, Samuel	162	Hotham, George Frederick	40
Campbell, Alexander	29	Ingestrie, Right Hon. Viscount	21
Campbell, James	41	Irby, Hon. Charles Leonard	1
Campbell, John Norman	20	Jervoise, William Clarke	43 & 446
Carter, Thomas Wren	165	Johnstone, George James Hope	14
Cavendish, Hon. George John	161	Jones, Jenkin	56
Courtenay, George William		Jones, Theobald	53
Conway	27	Jones, William (c)	51
Crawford, Abraham	77	Keith, Hon. William	51
Crole, Charles	24	King, Philip Parker	200
Cuppage, William	158	Leigh, Jodrell	86
Dalling, John Windham	22	Lewis, Francis James	151
Davies, Lewis	18	Lloyd, George	56
Dench, Thomas	39	Lushington, Stephen	88
Dickinson, Richard	31	Lyons, John	139
Drinkwater, Charles Ramsay	159	Mainwaring, Rowland	126
Dundas, John Burnet	41	Manners, Russell Henry	80
Duntze, John Alexander	110	Martin, George Bohun	30
Eliot, Henry Algernon	147	Mason, Thomas Monck	31
Elliott, Charles	57	Maxwell, George Berkeley	160
Fletcher, William	80	Michell, Frederick Thomas	124
Foote, John	16	Mildmay, George William	
Fuller, William Stephen	39	St. John	50
Furneaux, John	80	Morier, William	111
Gabriel, James Wallace	166 & 453	Napier, Henry Edward	164
Gordon, Charles (b)	29	O'Brien, Joseph (b)	87
Gossett, Henry	77	Paget, Charles Henry	88

CONTENTS.

	Page		Page
Parsons, Robert White -	76	Sparshott, Edward - -	152
Pasley, Sir Thomas Sabine	165	Studdert, John Fitz-Gerald	23
Pennell, Follett Walrond -	43	Symonds, William - -	22
Polkinghorne, James -	52	Talbot, Charles - -	161
Price, Samuel - -	166	Thorne, James - -	81
Pridham, Richard - -	138	Tozer, Aaron - -	110
Purcell, Edward - -	54	Travers, Eaton Stannard -	90
Purchas, William Jardine -	37	Vernon, Octavius H. C. V.	14
Reynolds, John - -	145	Waldegrave, Hon. William (b)	49
Richards, Peter - -	76	Watling, John Wyatt -	131
Rowley, Richard Freeman 125 & 453		Wellesley, Hon. William -	77
Ryves, George Frederick -	154	Westphal, Philip - -	199
Sandom, Williams - -	24	Wigston, James - -	153
Scott, George - -	124	Wilson, John (b) - -	159
Scott, James - -	22 & 445	Woolcombe, George - -	156
Smith, George Sidney -	52	Yeoman, Bernard - -	142
Smith, Henry (a) -	87		

ADDENDA.

Bremer, James John Gordon	436	Roberts, Samuel - -	440
§ Devonshire, John Ferris	180	§ Schomberg, Alexander Wilmot	174
Gosling, George - -	444	Westphal, Sir George Augustus	185

COMMANDERS.

Agassiz, James John Charles	297	Clarke, Samuel - -	349
Allen, Charles - -	391	Clyde, Charles - -	402
Balfour, William - -	348	Colquitt, Goodwin - -	248
Bamber, William Richard	406	Compton, Henry - -	269
Baugh, Henry - -	367	Coote, William - -	364
Beecroft, Charles - -	393	Cowan, Malcolm - -	298
Belchier, Nathaniel - -	401	Coxen, Henry Conyngham	394
Bennett, Charles - -	411	Crofton, Ambrose - -	435
Bevians, William - -	261	Croker, Walter - -	227
Birkhead, Henry Hutchings	253	Cunningham, Thomas - -	394
Bissell, William - -	379	Cutfield, William - -	367
Blennerhassett, Goddard -	370	Dalby, Thomas - -	251
Boger, Richard - -	249	Dalton, James Robert -	396
Brown, George - -	396	Davey, George - -	253
Burgess, William - -	250	Davies, John (a) - -	259
Burt, Edward - -	366	Davis, Henry - -	406
Butt, Henry Samuel - -	267	Deacon, Henry - -	248
Carew, Henry - -	265	Dickinson, Thomas (a) -	260
Cartier, John Henry - -	292	Douglas, John - -	297
Cartwright, John - -	409	Drummond, Sir John Forbes	267
Chilcott, John - -	296	Dyer, Thomas Swinnerton	396
Child, John - -	292	Edwards, John (a) - -	249
Claridge, Charles - -	350	Edwards, John (b) - -	252
Clarke, Hyde John - -	406	Ellis, James - -	247

§ Now Rear-Admirals.

CONTENTS.

	Page		
Featherstone, Samuel	249	Martin, John Henry	290
Forman, Walter	417	Mather, William	362
Fowell, Samuel	366	Maxwell, George	249
Galloway, James	345	May, William	393
Garrett, Edward William	371	Maynard, Thomas	322
Gascoyne, John	263	Molineux, James	399
Gibson, John Sanderson	349	Moore, William	269
Gilmour, David	274	Morce, William	293
Godench, James	253	Mouat, Stephen Peter	248
Grant, Gregory	403	Mudie, David	292
Grant, James	322	Muston, Thomas Goldwire	382
Grumby, Arthur	294	Nesbitt, Alexander	371
Halliday, Francis Alexander	369	Nevile, Christopher	260
Halsted, George	379	Norton, John	412
Halton, Thomas	268	Oliver, Thomas	384
Harison, George	256	O'Neill, Terence	312 & 455
Haynes, Joseph	394	Parker, Richard William	350
Heddington, Thomas	351	Parrey, Robert	368
Hext, William	382	Parry, Thomas Parry Jones	371
Hill, Thomas	294	Pearson, Robert	260
Hodge, Andrew	365	Pettet, Robert	321
Hoffman, Frederick	366	Pickernell, Peter Giles	401
Hoy, Joseph	365	Pickford, Charles	321
Hughes, William James	351	Pinto, Thomas	366
Hurdis, George Clarke	297	Probyn, Henry	260
Hutchinson, Edward	267	Procter, Peter	400
Irvine, Charles Chamberlayne	368	Richan, William	294
Irwin, James	294	Richardson, John	295
James, Jacob	261	Rider, William Barnham	345
Jeffery, Samuel	364	Robinson, Charles	249
Johnson, Joshua	293	Robinson, George	252
Jones, George	269	Rogers, William	344
Jones, Henry	382	Rose, Alexander	407
Jones, John	268	Rowe, Henry Nathaniel	397
Judd, Robert Hayley	296	Russel, Robert	416
Kelly, William (a)	413	Russell, William	369
Kempe, Nicholas	266	Sause, Robert	298
Kempthorne, Samuel	249	Simmonds, Joseph	396
Kennedy, Alexander (a)	385	Slaughter, William	413
Killwick, Edward	258	Smith, John Langdale	344
Lamb, Philip	295	Smith, William Henry	396
Landless, William	350	Smith, William Robert	382
Larkan, John	250	Smyth, John	322
Layman, William	323	Spread, John Mathias	268
Lea, John Robert	268	Sutton, George Manners	349
Leach, James	407	Thicknesse, John	287
Love, William	353 & 455	Thompson, Henry Clements	369
Luce, John	261	Thomson, Andrew	293
Luke, George (a)	250	Thomson, Henry	401
Lyne, Philip	296	Tookey, Ranceford	260
Lyne, Thomas	295	Tucker, Robert	385
M'Farland, James	311	Turnbull, George	394
M'Gwire, William	264	Vivion, Thomas	403
Mackay, David	248	Warburton, Benjamin	365
M'Kellar, Peter	249	Waring, Henry	296
Manderson, James	345	Wells, Thomas	370
Manley, John	295	Whipple, John	268
Marshall, James Nasmyth	290	Whorwood, William Henry	371
Marshall, John Houlton	402	Wildey, Henry	399



CONTENTS.

	Page		Page
Williams, Edward (a)	262	Wray, Henry	251
Williams, Edward (b)	344	Wrench, Matthew	262
Williams, Robert	290	Wyborn, John	394
Willoughby, Digby	298 & 455	Young, Robert Benjamin	403
Worth, John	393	Yule, John	344

ERRATA.

- Page 23, line 17, for Ann, read Anne.  
 — 32, — 8, for Dicknison, read Dickinson.  
 — 57, — 15 from the bottom, for Elliott, read Elliot.  
 — 68, — 3, after wounded, read About 100 of the enemy were made prisoners.  
 — 76, — 8, for Agents, read Agent.  
 — 126, — 1, for EDWARD, read EDMUND.  
 — 127, — 7 from the bottom, for enemy's, read enemy.  
 — 140, — 3 —————, for 173 read 174.  
 — 142, — 2, for Humphreys, read Humphrey.  
 — 161, — 2, for Downham, read Bownham.  
 — 280, — 1, for rom, read from.  
 — 285, — 7 from the bottom, for number of men, read number of wounded men.  
 — 336, note at the bottom, after p. insert 331.


# ROYAL NAVAL BIOGRAPHY.

---

---

## CAPTAINS OF 1827.

(Continued).



### HON. CHARLES LEONARD IRBY,

*Member of the Geographical Society of London.*

FOURTH and youngest son of Frederick, second Lord Boston, by Christiana, only daughter of Paul Methuen, of Corsham House, co. Wilts, Esq.

This officer entered the royal navy, May 23d, 1801, as midshipman on board the *Narcissus* frigate, Captain (afterwards Rear-Admiral) Percy Fraser; which ship, it appears, was driven ashore on the coast of Holland, and would, probably, have been wrecked, but for the prompt and effectual assistance she received from the *Jalouse* sloop, then commanded by Lord Boston's second son, the Hon. Frederick Paul Irby, whose services have been recorded in Vol. II. Part I. pp. 488—500.

During the peace of Amiens, Mr. Charles Irby served under Captain Fraser's successor, the present Vice-Admiral Donnelly, with whom he visited the Barbary States, Malta, Sicily, Sardinia, Toulon, Genoa, Leghorn, Naples, the Grecian Archipelago, and Alexandria. He subsequently saw much active service on the coasts of Italy and Provence, and assisted in capturing l'*Alcion* French corvette, and many trading vessels.

In 1805, the *Narcissus* was attached to an expedition sent against the Cape of Good Hope; and while proceeding thither, in advance of the fleet under Sir Home Popham, she captured the French privateer brig *Prudent*, of 12 guns and 70 men; retook the English merchant ship *Horatio Nelson*, mounting 22 guns, with a cargo of rum, tobacco, slaves, ivory, &c.; and drove ashore, in the midst of a heavy surf, where all her masts soon went by the board, a ship of 32 guns and 250 men, having on board the ordnance and stores of *l'Atalante* frigate, recently wrecked in Table Bay. She also intercepted a Dutch sloop, bound with naval stores from Cape Town to a line-of-battle ship in Simon's Bay.

After the reduction of the above colony, the *Narcissus* proceeded to the Rio de la Plata, from whence she brought home despatches, announcing the conquest of Buenos Ayres, and specie to a considerable amount, forming part of the captured property.

Towards the end of Sept. 1806, Mr. Charles Irby followed Captain Donnelly into the *Ardent* 64; which ship escorted a reinforcement of troops to the little army in South America, and formed part of the squadron under Rear-Admiral Stirling, at the siege of Montevideo. During the operations against that fortress, her captain commanded the seamen and marines employed on shore; and the subject of this sketch was wounded, while serving in an advanced battery.

On the surrender of the citadel of Montevideo, which made but little resistance after the storming of the town, Captain Donnelly was again charged with the official despatches, and the *Leda* frigate ordered to convey him to England. Mr. Charles Irby also returned home in the same ship, April 11th, 1807; and remained on shore from that period till July following; when, his health having been re-established, he joined the *Theseus* 74, Captain (now Sir John P.) Beresford, employed in the Bay of Biscay. We next find him serving under Captain Donnelly, in the *Invincible* 74, on the North Sea station, where he remained till promoted into the *Sirius* 36, Captain Samuel Pym, Oct. 13th, 1808.

In this ship, Lieutenant Irby again proceeded to the Cape



of Good Hope, from whence she was sent to join the squadron employed in the blockade of Mauritius. On the 21st of Sept. 1809, she assisted in an attack upon St. Paul's, Isle Bourbon, the result of which was the capture of la Caroline French frigate, of 46 guns and 360 men, a national brig pierced for 16 guns, and several merchant vessels; the recapture of two British East Indiamen, with cargoes valued at three millions of dollars, and other property to an immense amount, out of the hands of the French; and the destruction of all the defences of the only safe anchorage in the island\*.

Lieutenant Irby quitted the Sirius in May, 1810; returned home in the Leopard 50, Captain James Johnstone; and was appointed to his old ship, the Narcissus, commanded by Captain the Hon. Frederick William Aylmer, in the month of December following. After a cruise off the Canary Islands, we find him proceeding in that frigate to Newfoundland, and from thence, along "the bleak coast of snowy Labrador," to the mouth of Hudson's Bay.

The Narcissus was paid off in Mar. 1812; and Lieutenant Irby subsequently served under Captains Lord William Stuart, Clotworthy Upton, and Sir E. T. Troubridge, in the Conquistador 74, and Sybille and Armide frigates, on the Channel, Irish, and Halifax stations. Previous to his leaving the latter ship, he assisted in capturing an American privateer, of 17 guns and 100 men; and a French letter-of-marque, of 16 guns and 60 men. In Sept. 1814, he assumed the command of the Thames 32, armed *en flûte*, into which ship he had been promoted by the Admiralty on the 7th of June preceding.

The Thames was attached to the unfortunate expedition against New Orleans, and Captain Irby continued to command her till May, 1815, when, being in a bad state of health, he was superseded at his own request. In the summer of 1816, after having unsuccessfully endeavoured to obtain an appointment in the armament fitting out against Algiers, he left England, with the intention of making a tour

---

\* See Vol. II. Part II. p. 716.

on the continent of Europe, accompanied by his old friend and shipmate, Captain James Mangles, R. N.

This journey our travellers were led to extend far beyond their original design. Curiosity at first, and an increasing admiration of antiquities as they advanced, carried them, at length, through several parts of the Levant, which had been but little visited by modern travellers, and gave them more than four years of continued employment. In 1823, they printed, *for private distribution*, an account of their "Travels in Egypt and Nubia, Syria, and Asia Minor, during the years 1817 and 1818." The volume consists of six letters. The first, dated at Cairo, Sept. 27, 1817, relates to a voyage up the Nile, in company with Messrs. Beechey and Belzoni, for the purpose of opening the great temple at Ebsambal, near the second cataract; and which object they accomplished, after twenty-two days' hard labour, Aug. 1, 1817. The average height of the thermometer in the shade during the operations was 112° of Fahrenheit; and, for the last five days, their food consisted of only doura and water, the Nubians having cut off their supplies, in order to prevent them from completing their explorations. On the 5th of August, Captain Irby had his hand badly cut in wresting a dagger from one of the native boatmen, who, while foaming with rage, was in the act of stabbing Belzoni; by whom the model of the great temple was afterwards exhibited at the Egyptian Hall, Piccadilly. "Mr. Bankes," says the writer of this letter, "was the first Englishman who ever succeeded in gaining the second cataract: he travelled in 1815. In 1816, Mons. Drovetti, the *ci-devant* French Consul in Egypt, succeeded in reaching it, with his two agents, Rifaud and Cailliaud; these travellers, together with Sheikh Ibrahim, and ourselves, are all that have reached thus far. Belzoni had his wife with him in man's clothes."

The second letter contains the journal of a route across the Desert, from Grand Cairo to El Arish and Gaza; along the sea-coast of Syria to Latachia; and from thence to Antioch and Aleppo, at which latter place they arrived on the 25th of Nov. 1817. During the second portion of this

journey, they also visited the village of Eden, the cedars of Lebanon, and the splendid ruins of Baalbec.

The third letter transports us from Aleppo to Hamah (the Epiphania of the Greeks and Romans), situated near the west bank of the Orontes; Palmyra, the ancient Tadmor, founded by Solomon; and the delightful city of Damascus, where the writer and his friend remained from the 10th till the 23d of February, 1818. Previous to their arrival there, they had been thirty-eight days and nights without pulling their clothes off, or ever sleeping on a bed.

The fourth and fifth letters are occupied with various travels throughout the Holy Land, of extraordinary interest. Among other places visited by the writers were Pnias, near to which is the source of the Jordan; Tiberias, situated close to the Lake of Gennesaret; Om Keis, the ancient Gadara, in the country of the Gadarenes; Bysan, supposed to be the Bethshan of scripture; Djerash, formerly a splendid city, the ruins of which are still more interesting than those of the celebrated Palmyra; Szalt, which they believe to be the ancient Machærus, where John the Baptist was beheaded; Gilhad Gilhood, said by the natives to have been the birthplace of the prophet Elijah; Nablous, the ancient Sychem; Mount Gerizim; Bethlehem; Solomon's Pools; Tekoa, built by King Rehoboam; Hebron, which, according to Moses, vied with the best cities of Egypt in antiquity; the vast Necropolis of Petra, distant, according to Pliny, 600 miles from Gaza, and 122 from the Persian Gulf; the Tomb of Aaron, a little edifice upon the very highest and most rugged pinnacle of the Mount Hor of scripture; Rabba, formerly Rabbath-Moab; Diban, in the territory of the ancient Amorites; Mount Tabor; Nazareth; and St. Jean d'Acre.

After quitting Jerusalem, in May, 1818, Captains Irby and Mangles likewise travelled round the Dead Sea, which only two Europeans (the late Messrs. Burckhardt and Seetzen,) had ever visited before them and their companions, Messrs. Banks and Legh.

The fifth letter concludes with an account of the captains'



embarkation at Acre, on board a Venetian brig, bound to Constantinople; and the scene of the sixth lies in Asia Minor, where they were attacked with fever and dysentery, which increased in so alarming a degree, that they were obliged to hasten from Chelindreh to Cyprus, for medical aid, being totally unprovided with medicine, or any of those comforts so requisite in such an emergency.

Towards the middle of December, 1818, as it was too late to return to Karamania, in their then feeble state, they embarked for Marseilles, where they arrived after a most boisterous passage of 76 days. From this enumeration it will be seen, that some of the least visited and most remarkable portions of the globe were explored by Captains Irby and Mangles, whose enterprise, perseverance, zeal, and abilities, are so conspicuous, throughout the entire narrative, that we much regret our *present* inability to find room for any illustrative quotations.

On the 8th of August, 1826, Captain Irby was appointed to the Pelican sloop, of 18 guns, fitting out for the Mediterranean station; and on the 3d of Jan. 1827, his boats, under the command of Lieutenant Henry Smith (*b*), captured, without resistance, the piratical schooner Afrodite, of 4 guns and 30 men, near Scardamoula, in the Gulf of Calamata. This vessel belonged to a notorious freebooter, named Nicolo Siutto, and had on board a quantity of plundered property, consisting of cochineal, raw-silk, bees'-wax, paper, gun-powder, provisions, dollars, and other money.

The following correspondence subsequently took place between Captain Irby and the Greek authorities, some of whom appear to have countenanced the depredations committed by corsairs from the ports of Sparta:

“ *Djunova, Jan. 8th, 1827.*

“ Sir,—According to information I have received, there are two pirates in your port—I am come to take or sink them. I have, however, first examined these vessels, and observed that one of them belongs to you—I hear she is armed by order of your Senate, the sealed authority for which I request you will furnish me with a copy of. At the same time, I desire you will deliver into my hands the Ionian vessels she has captured, together with their cargoes; giving me likewise a written promise, that whatever

faults this vessel may in future commit, you and your Government will be answerable for. It will also be satisfactory to me, that you deliver into my hands the two pirate chiefs, Nicolo Coccoici and Nicolo Siutto, of Genoa, who, I am well informed, are now residing within the limits of your territories.

(Signed) "CHARLES LEONARD IRBY."

"To Signor Giovanni Mavronūcali,  
Member of the Senate of Sparta."

(ANSWER.)

"Sir,—Such of the members of the Ephori of Sparta as are here present are ready to reply to your letter of the 8th Jan. N. S.

"There can be no doubt that the Devil has again entered into the minds of the Sovereigns. The information you have had, that we have two vessels in our port armed as pirates, is not true; for having arranged our system by the name of Ephori, our first business was to put down piracy by every means in our power, and at the same time to annoy our enemy in every possible way, both by sea and land, for which object our courageous General has orders from the Senate at Napoli de Romania, of which we send you a copy, according to your orders, to inform yourself, that by order of our Government, we have armed this vessel to guard our waters and blockade our enemy's fortresses regularly, without committing any improprieties, according to the documents which we have put into the hands of her captain; having, however, given him directions to be vigilant in distressing our enemy who is so near to us, as we are always striving to do both by sea and land. As to the vessels taken by our cruiser, you will hear all from the Ionian captains themselves, and they are lawful prizes. Although their papers announce they are bound to Zante, they are falsely made out; for the philanthropic Government of Great Britain does not give papers for the fortresses of our enemies to transport provisions there; but these people, to serve themselves, have resolved to do injury to a whole nation, which is suffering under a barbarous enemy. It is now six years since we have revolted, and Great Britain is our only protector. Observe the quality of their cargoes, as appears by their declared manifests; but much of the cargo of the schooner does not appear on her manifest, such as stiletos, knives, pikes, &c.—this proves they were not intended for Zante, such articles being prohibited from entrance there. We, however, according as we ought, have written to our government at Napoli di Romania, to receive their orders on the subject, as in justice we could not do otherwise. If, on the contrary, your excellency thinks differently (not believing, however, it can be so), you are the master; but we must represent our reasoning on the subject. In what regards the pirates, Nicolo Coccoici and Nicolo Siutto, we will take every possible means to apprehend them, and send them under custody to

our Government at Napoli di Romania, with whom the Government of Great Britain is in correspondence on the subject. As to the captain of our galliot, we are ready to answer for every wrong he may commit, as long as he is furnished with the documents of the Ephori of Sparta. We remain with all honor,

The Ephori of Sparta,  
 (Signed) " GIOVANNI MAVRONUCALI.  
 " DEMETRIO GRIGORACHI.  
 " GIOVANNI DI COSTANTINO MAVRONUCALI."

*" Djunova, Jan. 8th, 1827.*

" Ephori of Sparta,—I have received your answer, and have nothing farther to add, than that for my satisfaction I desire that the persons of the pirates Nicolo Siutto, of Genoa, and Nicolo Coccoici, may be delivered into my hands. By all accounts, Nicolo Siutto is now at Scardamoula, and Nicolo Coccoici is at Kitries: also I require the two Ionian vessels and their cargoes, they having been illegally captured off Cape Matapan.

(Signed) " CHARLES LEONARD IRBY."

(ANSWER.)

" Sir,—The officer and the consul you have sent have delivered your orders to us, and, to be short, we reply, that in all that regards the pirates Coccoici and Siutto we will endeavour by fifteen days' time to take them, if it be possible, and deliver them into your custody on your return to this port, as well as the property of the Ionian captain who was killed off Prodano. With respect to the vessels captured, they are free; but their cargoes we have written about to our Government, and according to their answer we must act; if, however, the British Government shall think them not lawful captures, and order them to be restored, we shall be ready also to answer for their cargoes; you may, therefore, rest easy and satisfied on all the points in dispute; we cannot explain ourselves otherwise than by word of mouth."

(Signed as before.)

*" Djunova, Jan. 9th, 1827.*

" Ephori of Sparta,—If you fail to deliver into my hands the persons of the two pirates, Siutto and Coccoici, I will intercept all vessels coming to you with provisions, and on this account I have already detained an Imperial trabaccolo; if, however, you will give me a written promise to deliver to me the persons of these pirates at the expiration of seven days, I am ready to leave your port for the present.

(Signed) " CHARLES LEONARD IRBY."

(ANSWER.)

" Sir,—We have your resolution that we shall search for and deliver



into your hands, in the course of seven days, the persons of the two pirates, and that you will otherwise blockade our port;—we will do all we can, and if you leave this place we can do it with greater facility; if we find a difficulty in doing so, we will inform you, as well as let you know who protects them.

“If you remain firm in your resolution to blockade our port, you have the power of doing so. The pirates shall be taken, unless the populace of the country are determined otherwise; and you may imagine what tigers we have to deal with here. The Ephori will not fail to give their reasons for their actions;—you can act as you think proper; we shall do all we can to take the pirates.

(Signed)

“GIGVANNI MAVRONŪCALI,

“First Member of the Ephori of Sparta.”

FROM THE SAME TO THE SAME.

“According to your orders, I shall not fail in giving up the rudders, &c. of the two Ionian vessels, as well as every thing else which was taken from them. As to whatever else is in dispute between us, remain more than certain that I shall not fail in doing all I possibly can.”

The Pelican remained wind-bound at Djunova till Jan. 16th, on which day Captain Irby addressed the following to Signor Giovanni Mavronūcali :

“The week I allowed you, wherein to find the two pirates, having expired, and receiving no intelligence whatever from you about them, although I know that Coccoici was in company with your own son at Kitriēs, and that Siutto resides at Scardamoula, the schooner of Siutto having been captured by our boats close to that place, and the small piratical boat of Coccoici having been found here, I cannot consider you and the other Ephori of these parts in any other light than as protectors of these pirates. On this account, I desire you will immediately give up to me the entire cargo of the Ionian vessel bound to Zante, you have captured. To establish a proper blockade of your enemy’s ports you should have a competent force stationed off them: a vessel captured off Cape Matapan, whatever may be her cargo, her papers being made out for Zante, cannot be proved to contain enemy’s property; besides which, the vessel that captured her is not furnished with the proper document from the Government of Napoli di Romania, without which no Greek vessel of war is suffered to cruise, according to the agreement between the Government of Great Britain and that of Greece. It becomes, therefore, my duty to demand her of you, and if you refuse to give her up I shall use force to take or destroy her. At the same time the Government of Great Britain being at peace with Greece, I am desirous to avoid as much as possible firing into your houses; but as circumstances may occur to render it im-

possible for me to prevent it, for humanity's sake I desire you will send your women and children to the mountains. If you agree to give up to me your galliot, and the cargo of the Ionian schooner, I have no objection to your sending a supercargo of your own to Zante on board the Ionian vessel, nor that your galliot should go there under Greek colours, and manned by her own crew, provided both sail under my custody. If the authorities at Zante conceive you had a right to capture this vessel, you well know that both she and her cargo, as well as your own galliot, will be returned to you. I likewise require satisfaction for the Ionian captain's property, who was killed off Prodano, and on which subject you have already had communications from the Vice-Consul of Kitries, Signor Pasqualigo.

"If you do not comply with my request, I shall be obliged to begin firing: I give you two hours to consider.

(Signed)

"CHARLES LEONARD IRBY."

In consequence of this letter, Signor Giovanni Mavronūcali waited upon Captain Irby, and consented to send his galliot and the Ionian vessel to Zante in company with the Pelican: the former was afterwards liberated by an order of the British Government, and sent back with a strong remonstrance to the Greeks. Early in March, 1827, Captain Irby, then at Corfu, reported to his commander-in-chief as follows:

"On the morning of the 2d instant, having heard that Cipriotti the pirate had his rendezvous at Scropho, and had been there a week previously, I took the gig and cutter with Lieutenant Smith (who had destroyed two boats there during our last cruise), in order that I might myself form a judgment as to the practicability of an attack by boats, if Cipriotti should still be there; the Pelican passing outside of Oxia, as there was too little wind for her to pass through the narrow channel between it and Scropho. On opening the passage, a boat, answering the description I had had of Cipriotti's, was perceived to leeward, and chased by the brig and boats; the latter keeping close in shore to cut her off, while the brig necessarily kept outside of her on account of the shallowness of the water. On getting within range, chase guns were fired by the Pelican, and muskets by the boats, to bring her to, which she did not obey, but got her sweeps out and made every effort to escape. On the pinnace and gig approaching her within pistol-shot, she opened a very heavy and destructive fire on them, though both boats had English jacks in their bows, and the Pelican her ensign displayed. Perceiving that the boats would suffer greatly, I ordered them on board, but am sorry to say not until they had two marines killed, and two seamen mortally wounded; both Lieutenants (Messrs. Smith and Daniel F. Grant), Mr. Case the

carpenter, one seaman, and one marine severely wounded. The boat shewed Turkish colours; but as she persisted in not bringing-to, I considered myself justified in destroying her, and accordingly approached her (on her running ashore on the shoals off Missolonghi) as near as the shallow water would admit of, and anchoring in three fathoms, was enabled to bring the broadside to bear, which was fired until she appeared to be a wreck. Hereupon the boats were again despatched, under Lieutenant Smith (who though severely wounded in the hand could not be prevailed upon to leave his duty), to bring out the remainder of the crew, and set her on fire, which was effected: seventeen were brought on board, besides a number who either escaped in her boat or waded on shore: we heard of four being killed, including her captain, and two mortally and severely wounded.

“On examination, she proved to be Turkish (and amongst her papers is a firman from the Grand Seignior), from Prevesa bound to Missolonghi, having four guns and a great quantity of small arms. These disastrous circumstances would not have occurred but for the obstinacy of her captain, who would not bring to, or permit us to examine him, though we were under English colours, and which led me confidently to believe she was a pirate.

“I regret the return of killed and wounded, but it was unavoidable. I have much satisfaction in reporting the spirited conduct of Lieutenants Smith and Grant, and the officers and men employed on this occasion, although the result has been so dearly purchased. I have the honor to be, &c.

(Signed) “CHARLES LEONARD IRBY.”

“*To Vice-Admiral Sir Edward Codrington, K. C. B.*”

The conduct of Captain Irby throughout this transaction appears to have been perfectly proper, and that of the Turk, who had so pertinaciously resisted the scrutiny of a British man-of-war, either grossly ignorant or extremely mischievous. On the 25th of June in the same year, the commander of the *Pelican* addressed another official letter to Sir Edward Codrington, of which the following are extracts:

“Sir,—In consequence of the information we received at Zante, that Nicolò Siutto, the pirate, was actually at Scardamoula, where he was landing the plunder he had taken from an Austrian *trabaccolo* off Valona, I proceeded to that place, to demand restitution of the property; but heard at Modon that his vessel had again sailed. On the 12th, I stood for Kitries, in order to gain intelligence from the Vice-Consul there, Signor Pasqualigo, who informed me that Sciutto had not only plundered the Austrian, but also an English vessel off Paxo, and that the cargo was still in store at Scardamoula. I immediately directed Pasqualigo to go



on board a Greek schooner of war, the captain of which offered to accompany us. We sailed together, and arrived off Scardamoula in the evening; I sent Pasqualigo on shore to demand the restitution of the plunder taken from the English and Austrian vessels, and say if they did not deliver it up, I would fire on the town in the morning;—recommending them to send their women and children out of the way. Pasqualigo returned about ten, to say the Governor was absent in the mountains, and no decisive answer could be obtained that night. On the following morning, the 13th, I sent him again, giving the inhabitants two hours more to retire, as I observed the women had not left the place, at the expiration of which time I opened a fire on the houses, but had scarcely discharged six shot, and the Greek schooner one, when a party came running to the beach with a white flag, which I answered, and ceased firing;—the object of the flag was to say that the governor had not yet returned; a letter had been sent to him, but no answer was come. I gave them another hour, then hauled down the truce and recommenced firing, when a letter was brought from Governor Dionysio Murzius, one of the Ephori of Sparta, acknowledging that Siutto had landed his plunder at Scardamoula; that it was not in his power to prevent him, and that it was all sold, or sent into the interior of the country; begging me to desist from firing into the place. Having been informed, however, that some of the English goods were actually in his own house, which was pointed out to me, where three guns were planted with their tompions out, all ready to fire, I opened on that particular spot, and with such precision that every shot told;—one, a 32-pounder, went through the small room in which the plunder was lying. Upon this, he sent off again, to consent to deliver up all that remained; but on landing, I am sorry to say, 36 small bales of Manchester cotton was all that could be found. I afterwards sent Lieutenant Smith, with Signor Pasqualigo, to examine the custom-house, at some distance on the beach, where they could see nothing but a small quantity of corn. I have little doubt, Dionysio Murzius has an interest in the plunder that is brought to Scardamoula, though he declares he has not, and that he has not sufficient force to prevent their landing and sending it into the interior. I am sorry to add, from Pasqualigo's information, that Nicolo Siutto's vessel is now gone to sea, with regular papers from the Greek senate, at Poros, by which means it will be difficult for any man-of-war to recognise her, unless from precise information, or plunder found on board. Notwithstanding the warning I had given, I regret to say one boy was wounded by our fire, and some of the houses are very much shattered. The cotton was put on board an Ionian vessel; and as the masters of others lying at Kitries declared it impossible to leave the port, for fear of pirates, I offered them convoy to Zante. On arriving off Kitries, on the 14th, I was told that a piratical mistico had taken an Ionian schooner into Petnladi, and that the crew had escaped with their plunder, after running both vessels on shore, and entirely dismantling them. I proceeded to that place, and

having anchored within gun-shot of the shore, sent the boats armed under Lieutenant Smith, with the marines, to command the surrounding heights : he found both vessels lying near the beach, within a reef of rocks, scuttled, full of water, and quite dismantled; the schooner on her beam-ends, with only her larboard gunwale above water. Lieutenant Smith cut away their lower-masts, and as the mistico was so situated that there was no possibility of her being got off again, he destroyed her to the water's edge. From thence I returned to Kitries, and took the vessels under my charge for this port, whence I shall return to my former cruising ground off Sapienza." (Signed) "CHAS. LEOND. IRBY."

On the 2d of July, Captain Irby was promoted to the command of the *Ariadne* 26, but he did not quit the *Pelican* till Sept. 27, 1827. In the meantime he had detained a schooner, the master of which acknowledged having taken some money from a Cephalonian vessel; and brought out from Port Pagagna another piratical cruiser, which had plundered an Austrian merchantman. After the battle of Navarino, he was requested by Sir Edward Codrington to bring home the *Genoa* 74, the command of which ship he assumed on the 15th of Nov. 1827, and retained until she was paid off at Plymouth, Jan. 21, 1828.

Captain C. L. Irby married Frances, daughter of John Mangles, of Hurley, co. Berks, Esq.

*Agents*,—Messrs. Goode and Clarke.

---

### RICHARD HOARE, Esq.

PASSED his examination, at Plymouth, in Mar. 1813; and was promoted to the rank of Lieutenant, in the *Dragon* 74, Captain Robert Barrie, on the North American station, Nov. 13th following. His subsequent appointments were,—Aug. 30, 1815, to the *Madagascar* 38, Captain Francis Stanfell;—Oct. 31st, in the same year, to the *Phæton* frigate, commanded by the same officer;—Jan. 7, 1818, to the *Blossom* 26, Captain Frederick Hickey;—Feb. 9, 1821, to the *Niemen*, Captain E. R. Sibly;—and, July 19, 1822, to the command of the *Doterel* 18, on the Halifax station. His commission as Captain bears date July 7, 1827.

This officer married, Mar. 15, 1823, Matilda Ottley, youngest daughter of Rear-Admiral (now Sir William C.) Fahie. His lady died on the 27th of Sept. 1826.

---

### GEORGE JAMES HOPE JOHNSTONE, Esq.

OBTAINED the rank of Lieutenant, Oct 30, 1821; and subsequently served under Captains W. A. Montagu, H. E. P. Sturt, and Sir Charles Burrard, Bart., in the Phæton frigate, and Revenge 78. He was appointed flag-lieutenant to Vice-Admiral Sir Harry Neale, G. C. B., Dec. 26, 1824; promoted to the command of the Alacrity sloop on the Mediterranean station, Sept. 17, 1825\*; and advanced to the rank of Captain, July 8, 1827.

---

### OCTAVIUS H. C. VENABLES VERNON, Esq.

Is a son of the Right Hon. Edward Venables Vernon, D.C.L., Archbishop of York, Primate of England, &c. &c. &c.† He was made a lieutenant, Jan. 11, 1814; appointed to the Amelia frigate, Captain the Hon. Granville Proby, fitting out for the Mediterranean station, Mar. 27, 1815; and to the Sir Francis Drake, flag-ship at Newfoundland, May 2, 1818; promoted to the command of the Drake sloop, Feb. 3, 1820; appointed to the Britomart of 10 guns, June 5, 1824; and removed from that vessel into the Primrose 18, on the Jamaica station, May 30, 1825. He subsequently visited Vera Cruz, Tampico, Havannah, New York, Washington, Philadelphia, and Baltimore; brought home the British Chargé d'affaires, and upwards of a million of dollars, from Mexico, in July, 1827; and was advanced to the rank of Captain, on the 7th of the following month.

---

\* See Commander RICHARD S. TRISCOTT.

† See Supp. Part III. p. 368.



## FRANCIS BRACE, Esq.

WE first find this officer serving as midshipman on board the Clyde frigate, Commodore (now Sir Edward W. C. R.) Owen; and afterwards under his uncle, Captain (now Rear-Admiral) Edward Brace, in the Berwick 74, of which ship he was appointed a lieutenant, on the Mediterranean station, Feb. 5, 1813. His subsequent appointments were,—Oct. 14, 1814, to the Menai 26, Captain W. O. Pell;—April 15, 1815, to the Pique frigate, Captain the Hon. A. Maitland;—July 16, 1816, to be flag-lieutenant to Commodore Sir Robert Hall, on the Lakes of Canada;—and, Sept. 15, 1817, to the Sybille 48, fitting out for the flag of Rear-Admiral Sir Home Popham, under whom he served in the West Indies, until promoted to the rank of Commander, Dec. 7, 1818. His commission as Captain bears date, Aug. 14, 1827; at which period he commanded the Gannet sloop, in the Mediterranean.

*Agents*,—Messrs. Atkins and Son.

---

## THOMAS BOURCHIER, Esq.

PASSED his examination in Mar. 1808; obtained his first commission on the 26th of Aug. following; and was a lieutenant of the Victorious 74, Captain (now Sir John) Talbot, at the close of the war in 1814. His subsequent appointments were,—April 29, 1815, to the Tenedos frigate, Captain Hyde Parker; and, Aug. 12, 1819, to be flag-lieutenant to Sir Thomas M. Hardy, on the South American station; where he was promoted to the command of the Beaver sloop, Sept. 9, 1822; removed into the Eclair, Oct. 21, 1823; and appointed Captain of the Menai 26, in Sept. 1827. He also appears to have commanded the Volage 28, for a short period, in the Pacific.

*Agents*,—Messrs. Maude & Co.

---

## JOHN FOOTE, Esq.

OBTAINED the rank of lieutenant in May, 1804; and had the misfortune to be wounded and taken prisoner while commanding a gun-boat, manned by the Queen 98, and sent from Gibraltar to afford protection to a convoy passing through the Gut, in Oct. 1806. The following is a copy of his official letter to Rear-Admiral Purvis, by whom he had been sent on that service:

“*Town of Tariffa, Oct. 26th, 1806.*”

“Sir,—With heart-felt anguish I acquaint you of the capture of H. M. gun-boat Hannah, yesterday forenoon, by a Spanish privateer, of 4 guns and 70 men.

“Being off Cabritta Point, I discovered a latine-rigged vessel in the middle of the Gut, a few miles to leeward of me, towing a merchantman towards the Spanish coast; and conceiving it my duty to endeavour to regain her, I made all sail after them. Upon coming within gun-shot, I perceived the enemy was a large three-masted vessel, of much superior force to the gun-boat; I therefore, after exchanging a few shot, and finding she knew her superiority, by casting off the tow, and tacking after me, endeavoured to escape;—she soon, however, got so close as to do execution with her grape; and our ammunition being nearly expended, I determined to try the event by boarding her; but on coming alongside, such a number of men jumped into us, as obliged us to act on the defensive. After fighting on the deck about ten minutes, I looked around, and saw scarce an Englishman standing, and another privateer coming up close to us; I therefore determined to save the lives of the few brave fellows that were left, by striking the British flag. I send this by Mr. Spargo, midshipman, to whom I am indebted for writing it, (being wounded in my left arm, and the doctor having bled me in the other) as well as for his gallantry in the engagement; and I cannot finish without saying how much I owe to the bravery of young Mr. Millett, midshipman, and the whole of the gun-boat’s crew. I herewith enclose a list of killed, &c.

(Signed)

“JOHN FOOTE.”

“This contest,” says Lord Collingwood, “was highly honorable to Lieutenant Foote and his men;” of whom six were slain, two drowned, and eleven wounded.

We next find this officer serving as flag-lieutenant to Sir Richard Bickerton, at Portsmouth; where he continued until promoted to the command of the Rapid sloop, Sept. 29th, 1813. His subsequent appointments were,—Oct. 9th, 1814,

to the Goldfinch of 10 guns, which vessel, after having been employed on "special service," was paid off at Sheerness, in Dec. 1815;—and, May 12th, 1827, to the Britannia 120, bearing the flag of Earl Northesk, and commanded by Captain Edward Hawker, at Plymouth. He was advanced to his present rank on the 29th of Sept. 1827.

---

### PHILIP HENRY BRIDGES, Esq.

WE first find the name of this officer mentioned in an official letter from Captain (now Sir Frederick L.) Maitland to Admiral Sir John Colpoys, reporting the capture of the French national brig *Venteux*, by two boats belonging to the *Loire* frigate, close under the batteries of l'Isle de Bas, June 27th, 1803\*: the following is an extract:—

"Mr. Bridges has served his time, and passed for Lieutenant nearly a year; of whose conduct Mr. Temple speaks in the highest terms, together with that of every officer and man under his command."

On the 4th of the following month, Mr. Bridges was promoted to the rank of lieutenant; and in Jan. 1804, the Committee for managing the Patriotic Fund "resolved that a sword of Thirty Pounds value, with a suitable inscription, should be presented to him, as a token of the sense entertained of his distinguished merit." He subsequently served under Captains the Hon. George Elliot, George Sayer (*a*), and Samuel Leslie, in the *Hussar*, *Leda*, and *Theban*, frigates, on the East India station; where he was appointed acting commander of the *Zebra* sloop, Dec. 8th, 1815; and promoted to the command of the *Challenger* 18, in Nov. 1816. His last appointments were,—in 1818, to act as captain of the *Trincomalee* 46, which ship he brought home from Bombay, and paid off in April 1819;—and, July 24th, 1827, to the *Prince Regent* 120, bearing the flag of Sir Henry Blackwood, and commanded by Captain the Hon. George Poulett,

---

\* See Vol. II. Part II. p. 911.



at Chatham, where he was serving when advanced to his present rank, on the 29th of Sept. following.

*Agent*,—J. Hinxman, Esq.

---

### LEWIS DAVIES, Esq.

*A Companion of the Most Honorable Military Order of the Bath; Knight of the Royal French Order of St. Louis; and Knight (2d class) of the Imperial Russian Order of St. Anne.*

THIS officer is a brother of the late Lieutenant-Colonel Davies, (known throughout all India by the appellation of “*Tiger Davies*,” from his frequent daring encounters with that ferocious animal,) who was assassinated in May 1827, at Mominabad, by a party of the Nizam’s third regiment of native horse, while endeavouring to quell by remonstrance a spirit of insubordination which some of that corps had manifested.

Mr. Lewis Davies passed his examination in May 1808, obtained the rank of lieutenant in Sept. following; and was promoted from the Seringapatam frigate, Captain Charles Sotheby, to the command of the *Rose* sloop, on the Mediterranean station, Jan. 26th, 1826.

The *Rose* was attached to the combined force under Sir Edward Codrington, and sustained a loss of three men killed and fifteen officers and men wounded, at the battle of Navarin, Oct. 20th, 1827\*. On the second day after that memorable event, we find Mons. De Rigny writing to the British Vice-Admiral as follows:—

“Sir,—I hasten to do myself the honor to inform your Excellency, from a detailed report made by Captain Hugon, of the *Armide*, that the excellent manœuvre of Captain Davies, when the *Rose* came and resolutely cast her anchor within pistol-shot of two Turkish corvettes, relieved the *Armide* in a few minutes from her unfavorable position; and it is my duty, and at the same time a great pleasure to me, to assure your Excellency, that on this occasion Captain Davies did every thing that could be expected from a brave and experienced officer. I am, with the highest consideration, your very faithful servant,

(Signed)

“H. DE RIGNY, Rear-Admiral.”

---

\* See Suppl. Part II. pp. 329—334.

It appears, from other accounts, that l'Armide, previous to her being supported by the Rose, was exposed to the undivided fire of no less than five of the enemy's ships; and that Commander Davies received some personal injury by the explosion of a Turco-Egyptian brûlot. On the day after the action, he was promoted to the vacancy caused by the death of Captain Bathurst, of the Genoa; but ordered to continue in the command of the Rose, and sent with despatches to Smyrna. "*If times had been chivalrous,*" says Sir Edward Codrington, "*and I had had chivalrous power, I should have knighted him on the field of battle.*" The other rewards bestowed upon Commander Davies were a Companionship of the Bath, the Cross of St. Louis, and the Order of St. Anne.

Among the wounded on this occasion were Lieutenant Maine Lyons, Messrs. Douglas Curry (third son of Captain Richard Curry, R. N.,) and M. Williams, midshipmen, of the Rose. The former officer lost his leg, and only survived four days:—we have a melancholy satisfaction in transcribing a letter subsequently addressed to his nearest male relative, whose own gallant services are already known to our readers:—

*H. M. S. Rose, Malta, Nov. 29th, 1827.*

"Dear Sir,—Your brother's loss is deplored by all who knew him, for his kindness of heart and evenness of temper; but he was chiefly admired for his cool self-possession in danger; he was often under fire from pirates, when in command of the Rose's boats, and was always successful; but it was at the battle of Navarin that he pre-eminently distinguished himself, in command of the boats, by towing a fire-vessel clear of a French line-of-battle ship, under a dreadful fire of grape, which must have insured his promotion had he survived. Yours,

(Signed)

"L. DAVIES."

"To Captain Edmund Lyons, R. N."

Captain Davies subsequently commanded the Ariadne 28, which ship he brought home from the Mediterranean, and paid off at Plymouth, in May 1828.

## JOHN NORMAN CAMPBELL, Esq.

*A Companion of the Most Honorable Military Order of the Bath.*

THIS officer was made a lieutenant in June, 1807; from which period we find no mention made of him until his appointment to the Snake sloop, Commander Joseph Gape, April 5th, 1815. He subsequently served under Captains Francis Stanfell and Francis A. Collier, in the Phæton and Liverpool frigates, on the St. Helena and East India stations; commanded the seamen employed on shore in the attack upon Ras-al-Khyma, in Dec. 1819\*, and acted for a short time as captain of the Dauntless 24, *vice* the Hon. Valentine Gardner, deceased. His promotion to the rank of commander took place Nov. 28th, 1820; and his next appointment was, May 14th, 1827, to the Albion 74, Captain John Acworth Ommanney, which ship formed part of the combined force under Sir Edward Codrington at the battle of Navarin, and sustained a loss of ten killed and fifty wounded.

The officers and other gentlemen of the Albion whose names appeared in her surgeon's report of casualties were, Captain Cornelius James Stevens, R. M., and Mr. Edward R. Foster, volunteer, *slain*;—Messrs. William Lloyd (mate), Frederick Fludyer Gray (midshipman), and Thomas Addington (boatswain), *severely wounded*;—and Commander Campbell, Lieutenant John Gooch D'Urban, the Rev. Edmund Winder (chaplain), Assistant-surgeon W. F. O'Kane, and Mr. James Stewart (clerk), *slightly wounded* †.

For his conduct on this occasion, Commander Campbell was advanced to the rank of Captain, by commission dated back to Oct. 22d, 1817; and nominated a C. B. on the 13th of the following month.

---

\* See Suppl. Part IV. pp. 223—227.

† Mr. F. F. Gray lost his right arm, and his eldest brother was at the same time severely wounded on board the Genoa. See p. 32.

---



## HON. WILLIAM ANSON,

*A Companion of the Most Honorable Military Order of the Bath ; Knight of the Royal French Order of St. Louis ; and Knight (2d class) of the Imperial Russian Order of St. Anne.*

THIS officer was the fourth son of Thomas, first *Viscount* Anson (grand-nephew of the celebrated naval commander and circumnavigator, in whose person the family of Anson was first ennobled) by Anne Margaret, second daughter of Thomas Wenman Coke, of Holkham Hall, co. Norfolk, Esq., and was born on the 26th of Feb. 1801. He was made a lieutenant in April, 1822 ; appointed to the Tribune frigate, Captain G. H. Guion, fitting out for the Mediterranean station, in the month of November following ; promoted to the command of the Brisk sloop, Jan. 26th, 1826 ; and advanced to the rank of captain (by commission dated back to Oct. 22d, 1827) ; nominated a C. B. (Nov. 13th, 1827), and decorated with the above mentioned foreign orders, for his conduct at the battle of Navarin ; on which occasion his purser, Mr. Henry Campling, was killed while assisting the surgeon in dressing an amputation. The total loss sustained by the Brisk was one killed and three wounded.

Captain Anson died at the seat of his eldest brother, (now *Viscount* Anson), Shugborough, co. Stafford, Oct. 19, 1830.

---

## RIGHT HON. HENRY VISCOUNT INGESTRIE,

*A Companion of the Most Honorable Military Order of the Bath ; Knight of the Royal French Order of St. Louis ; Knight (2d class) of the Imperial Russian Order of St. Anne ; and M. P. for Hertford.*

THIS officer is the eldest son of Earl Talbot, by Frances Thomasine, eldest daughter of Charles Lambert, of Beau Park, co. Meath, Esq., and was born on the 8th of November, 1803. He was made a lieutenant in Jan. 1824 ; appointed to the Blonde frigate, Captain Lord Byron, June 7th following ; promoted to the command of the Philomel sloop, Oct. 18th, 1826 ; advanced to the rank of captain, &c.

&c. the same as the preceding officer, for his conduct at Navarin, on which occasion the *Philomel* had one marine killed and seven men wounded; and chosen M. P. for Hertford, in 1830.

Viscount Ingestrie brought home the official despatches announcing the defeat of the Turco-Egyptian fleet. He married, Nov. 8th, 1828, Sarah Elizabeth, only surviving daughter of Henry, second Marquis of Waterford.

*Agents*,—Messrs. Stilwell.

---

### WILLIAM SYMONDS, Esq.

WAS made a lieutenant in Oct. 1801; promoted to the rank of commander, from the *Royal George* yacht, Oct. 4th, 1825; appointed to the *Columbine*, an experimental sloop of war, built according to a plan of his own, Dec. 4th, 1826; and advanced to the rank of captain, Dec. 5th, 1827.

*Agents*,—Messrs. Stilwell.

---

### JOHN WINDHAM DALLING, Esq.

SERVED as midshipman under the late Captain Sir William Hoste, in the *Amphion* frigate; obtained the rank of lieutenant in Oct. 1810; and was made a commander in June 1814. His subsequent appointments were,—Jan. 7th, 1817, to the *Nimrod* of 18 guns; and, April 18th, 1826, to the *Raleigh* 18; in which latter sloop he was serving on the Mediterranean station, when advanced to the rank of captain, Jan. 2d, 1828.

*Agents*,—Messrs. Stilwell.

---

### JAMES SCOTT, Esq.

THIS officer was slightly wounded while serving as master's-mate of the *Pompée* 74, and employed on shore under the orders of Commodore (now Sir George) Cockburn, at the

reduction of Martinique, in Feb. 1809\*. He passed his examination in Oct. following; obtained a commission on the 16th of the ensuing month; and commanded a boat belonging to the Marlborough 74, at the capture of four formidable American privateers, in the Rappahannock river, April 3d, 1813 †. We afterwards find him serving under Captain Charles B. H. Ross, in the Sceptre and Albion, successively the flag-ships of Rear-Admiral Cockburn, whose aid-de-camp he appears to have been in the expeditions against Washington and Baltimore; during which he was frequently recommended to the favorable notice of Sir Alexander Cochrane, commander-in-chief on the Halifax station ‡. He was promoted to the rank of commander in Oct. 1814; appointed to the Thistle of 12 guns, Jan. 21st, 1815; to the Harlequin 18, fitting out for the Jamaica station, Nov. 5th, 1824; and advanced to his present rank, Jan. 8th, 1828.

Captain Scott married, May 3d, 1819, Caroline Ann, heiress of the late Richard Donovan, of Tibberton Court, co. Gloucester, Esq.

*Agents*,—Messrs. Maude & Co.

---

### JOHN FITZ-GERALD STUDDERT, Esq.

WAS made a lieutenant in Jan. 1811; appointed to the Chatham 74, bearing the flag of Rear-Admiral M. H. Scott, on the North Sea station, Aug. 24th, 1812; promoted from the Raven sloop, to the rank of Commander, Aug. 12th, 1814; and appointed to the Champion sloop, fitting out for the East India station, June 1st, 1824. During the last three months of the Burmese war, he was entrusted with the charge of keeping the navigation open between Rangoon and Prome; and after its termination, he appears to have assisted in withdrawing the British army from the dominions of Ava. On the 1st of April, 1826, we find him, in conjunction with

---

\* See Suppl. Part I. p. 422 *et seq.*

† See *Id.* p. 365.

‡ See Suppl. Part IV, pp. 9—17.



three other commissioners, taking formal possession of the ceded provinces \*. His advancement to the rank of Captain took place Jan. 10th, 1828.

*Agent*,—J. Copland, Esq.

---

### CHARLES CROLE, Esq.

Is related to the Earl of Egremont. He passed his examination in Aug. 1811; obtained a commission in Oct. 1813; and served during the remainder of the war with France, in the Rodney 74, Captain Charles Inglis. We afterwards find him proceeding to the West Indies, in the Araxes frigate, Captain George Miller Bligh; and subsequently serving as flag-lieutenant to Sir Home Popham and Sir Charles Rowley, successively commanders-in-chief on the Jamaica station, where he was promoted into the Icarus of 10 guns, May 6, 1822; and removed from that vessel to the Surinam 18, on the 19th July following. His last appointment was, Nov. 9th, 1827, to the Columbine 18, on the Halifax station, which sloop he commanded until advanced to the rank of Captain, Jan. 26th, 1828.

*Agent*,—John Chippendale, Esq.

---

### WILLIAMS SANDOM, Esq.

COMMENCED his naval career at an early age, under the auspices of Captain the Hon. Charles Elphinstone (now Vice Admiral Fleeming), with whom he served on various stations in the Diomede 50, and Egyptienne frigate. In 1806 he was an acting lieutenant of the Pompée 74, bearing the flag of Sir W. Sidney Smith, on the coasts of Naples and Calabria; and in the following year we find him accompanying the expeditions against Constantinople and Copenhagen †. During the bombardment of the latter capital, he was actively employed in the Tigress mortar-vessel; and after the surrender of the Danish navy, he received an appointment to the Ley-

\* See Appendix to Vol. III. Part I. pp. 96, 116, and 115.

† See Vol. III. Part I. p. 70 *et seq.*

den 64, Captain William Cumberland, which appears to have been confirmed by the Admiralty, April 30th, 1808.

On the 6th of July, 1809, Lieutenant Sandom, then second of the *Bonne Citoyenne* sloop, Captain William Mounsey, assisted in capturing the *la Furieuse* French frigate, under the circumstances detailed in p. 24 *et seq.* of Suppl. Part II. The charge of this noble prize, and 120 of her late crew, being confided to him, he was scarcely ever off her deck, from the moment that she was first boarded until her arrival at Halifax, a period of twenty-five days. The difficulties he had to encounter in conducting a ship of such magnitude, almost totally dismasted, and extremely leaky, with no more than 37 persons to assist him, can readily be imagined. His indefatigable exertions were duly acknowledged by Captain Mounsey, and called forth the approbation of Sir John B. Warren, then commander-in-chief on that station.

Lieutenant Sandom's next appointment was, we believe, to the *Fawn* sloop, Captain the Hon. George Alfred Crofton. The following paragraph appears in the *Naval Chronicle*, vol. 26, p. 60:—"Lieutenant Williams Sandom has been tried by a court-martial, for a breach of the second article of war. The Court agreed that the charge originated in a malicious combination, and did adjudge him to be most fully acquitted. —Admiral Hargood, President."

We have before stated, that the command of the *Furieuse* was conferred upon Captain Mounsey immediately after her capture; but that she could not be repaired and got ready for commissioning before Nov. 1811. Lieutenant Sandom was then appointed second of that fine frigate, in which he served for nearly four years, on the Mediterranean and North American stations. Among other official letters written by his captain, during this period of active warfare, we find the following:—

“*Furieuse, Ponza, May 19th, 1813.*

“Sir,—I beg to inform you, that on the 7th instant, the boats of this ship, under Lieutenants Croker and Sandom, who volunteered their services, with Lieutenants Whylock and Davies, R. M., in a most gallant manner, succeeded in cutting out an armed xebec, of two 6-pounders, from under the tower and batteries of Orbitello, where she had run

ashore. Nothing could surpass the undaunted and determined spirit with which she was hove off and towed out, under a most galling fire from the forts, her crew, and soldiers with musketry on shore, by which, I am sorry to say, Mr. Webb, midshipman, is dangerously wounded, and three other persons severely. Lieutenant Croker speaks in the highest terms of Lieutenant Sandom, the officers, seamen, and marines, employed on the occasion. I have the honor to be, &c.

(Signed)

“WM. MOUNSEY.”

“*Hon. Capt. Duncan, H.M.S. Imperieuse.*”

On the 8th of Oct. following, when reporting the capture of a French convoy at Marinelo, near Civita Vecchia, Captain Mounsey again made honorable mention of Lieutenant Sandom, “who, although sick, rendered him the greatest assistance in placing the ship, and by a well-directed fire obliged the enemy’s troops to change their route, whilst the boats’ crews and marines were re-embarking.”

The other services in which Lieutenant Sandom participated, while serving under Captain Mounsey, have been noticed in p. 27 *et seq.* of Suppl. Part II. His subsequent appointments were,—in 1815, to the Iphigenia frigate, Captain Andrew King, fitting out for the East India station, whence he returned home in the Cornwallis 74;—Sept. 7th, 1818, to the Spencer 76, flag-ship of Sir Josias Rowley, on the Irish station;—Oct. 27th, 1819, to be first of the Liffey 50, Captain the Hon. Henry Duncan;—in 1821, to the Apollo frigate, then preparing for the reception of His Majesty George IV.;—and, Sept. 6th, 1822, to the Sparrowhawk sloop, Captain Edward Boxer, fitting out for the Halifax station. On the 26th of Dec. in the latter year, he was promoted to the rank of commander, through the kind exertions of Captain Duncan, whose favorable notice he had first attracted while serving in the Furieuse, and who, in speaking of him; says, “*I flatter myself I have brought forward an officer who will, if opportunity offers, do credit to the service.*”

In May 1824, Captain Sandom commissioned the Ætna bomb, destined to act against Algiers; which vessel was at Spithead, fully manned and equipped for service, on the *eighth* day after she went off the stocks at Chatham. He subsequently commanded the Bustard and Espiegle, 18-gun



sloops; the *Magnificent*, receiving ship; and the *Druid* frigate, on the West India station, from whence he returned home in the autumn of 1829. His commission as Captain bears date Mar. 23d, 1828; and was transmitted to him through his first naval patron, together with the copy of a letter from Mr. Barrow, expressing the Lord High Admiral's approbation of the exertions used in re-equipping the *Es-plegle* at Port Royal, when there was a probability of her services being immediately required; and which Vice-Admiral Fleeming had been pleased to notice and represent.

*Agent*,—J. Woodhead, Esq.

---

### GEORGE WILLIAM CONWAY COURTENAY, Esq.

SON of Clement Strafford Courtenay, Esq. (who served in the old 92d regiment during the contest between Great Britain and her revolted colonies, and who raised the Cheshire Fencibles, at the commencement of the French revolutionary war,) by Elizabeth, eldest daughter of Sir Robert Cunliffe, Bart., of Acton Park, co. Denbigh; and sister to the present Sir Foster Cunliffe, Bart. He is also nephew to the late Captain George W. A. Courtenay, who gloriously fell, while commanding the *Boston* frigate, in action with a French ship of superior force, near New York, Aug. 1st, 1793\*. His paternal grandmother, Lady Jane Stuart, was sister to the celebrated Earl of Bute, who resigned the high office of First Lord of the Treasury in 1763, after having been a minister of the crown for twenty-six years.

Mr. G. W. Conway Courtenay was born at Beach Hall, near Chester, in June 1794; and entered the royal navy early in 1806, under the patronage of Earl St. Vincent, who placed him with his nephew, the present Rear-Admiral William Parker, C. B., then commanding the *Amazon* 38, attached to the Channel fleet.

In this frigate, Mr. Courtenay saw much active service on the coasts of France and Spain; and he appears to have been

---

\* See Suppl. Part I. pp. 35—39.

frequently employed in her boats when detached to harass the enemy. We subsequently find him in the *Victory* of 100 guns, and *Bellerophon* 74, bearing the flags of Sir James Saumarez and Sir Richard G. Keats, commanders-in-chief on the Baltic and Newfoundland stations; from which latter ship he was promoted into the *Crescent* 38, Captain John Quilliam, July 19th, 1813. His other appointments as Lieutenant were,—April 27th, 1815, to the *San Josef* 114, Captain Jeffery Raigersfeld;—June 9th, 1817, to the *Tigris* 42, Captain Robert Henderson;—Mar. 15th, 1818, to the *Iphigenia* 42, Captain Hyde Parker, fitting out for the Jamaica station;—Aug. 12th, 1819, to the *Beaver* 10, Captain Richard Saumarez;—Feb. 1st, 1820, again to the *Iphigenia*, which ship was afterwards employed in the Mediterranean;—and, lastly, Mar. 22d, 1822, to the *Cyrène* 20, Captain Percy Grace, fitting out for the coast of Africa.

On the 26th Dec. 1823, Lieutenant Courtenay, after having gallantly conducted two rather desperate boat affairs, was promoted to the command of the *Bann* 20, employed in the suppression of the slave trade. Early in the following year, he became the senior officer of the African squadron, and, in the *Owen Glendower* frigate, most actively co-operated with the military forces opposed to the Ashantees. We subsequently find him, in the *Bann*, capturing two Brazilian vessels, with 728 slaves on board\*.

On the 17th April, 1827, Commander Courtenay was appointed to the *Fairy* sloop, fitting out at Chatham for the West India station, where he appears to have been removed into the *Arachne* 18, on the 12th Sept. following. His promotion to the rank of Captain took place April 14th, 1828, on which occasion he received a commission appointing him to the command of the *Magnificent*, receiving ship at Jamaica. He has recently brought home, and paid off, the *Mersey* 26.

*Agents*,—Messrs. Goode & Clarke.

---

\* The total number of slaves taken by the squadron under Commodore Charles Bullen, C. B., between April 1824 and June 1827, was 10,814. Several vessels laden with dry goods for barter were also captured by that active officer and his zealous assistants.

## ALEXANDER CAMPBELL, Esq.

WAS made a lieutenant in Sept. 1806; and commanded the boats of the Pilot sloop, Captain John Toup Nicolas, at the capture and destruction of numerous small vessels, on the coasts of Calabria, between April 1811, and July 1812 \*. On the 4th of June, 1813, he assisted in capturing a French armed brig, with a valuable cargo, from Marseilles bound to Tunis †.

This officer's next appointment was, May 17th, 1815, to the Shark sloop, bearing the flag of Rear-Admiral John E. Douglas, at Jamaica; where he was promoted to the command of the same vessel, Oct. 6th following. In Aug. 1825, he commissioned the *Cyrène* 20, fitting out for the East India station; from whence he brought home the *Bombay*, a new 84, Sept. 12th, 1828. His advancement to the rank of captain took place, April 17, 1828.

*Agents*,—Sir F. Ommamney and Son.

CHARLES GORDON (*b*), Esq.

WAS made a lieutenant in July, 1818; appointed to the *Tagus* 42, Captain J. W. Deans Dundas, on the 11th of the following month; to the *Active* 46, Captain Sir James A. Gordon, Jan. 12th, 1819; to the *Ariadne* 26, Captain C. R. Moorsom, Mar. 29th, 1822; and to the command of the *Cadmus* sloop, on the South American station, April 17th 1827. His first commission as commander bears date Jan. 6th, 1826; and he obtained his present rank, April 17th, 1828.

*Agents*,—Messrs. Maude and Co.

\* See Suppl. Part IV. pp. 60—64, and *dele* the bottom line of p. 62.

† See *id.* p. 65.



## GEORGE BOHUN MARTIN, Esq.

*A Companion of the Most Honorable Military Order of the Bath; Knight of the Royal French Order of St. Louis; and Knight (2d class) of the Imperial Russian Order of St. Anne.*

THIS officer was appointed flag-lieutenant to Sir James H. Whitshed, commander-in-chief at Portsmouth, Mar. 17th, 1821, which is also the date of his first commission. He obtained the rank of commander in April, 1824; and had the good fortune to arrive on the Mediterranean station, in the Musquito sloop, a very short time previous to the battle of Navarin, on which occasion his vessel had two men killed and four severely wounded. The above orders were conferred upon him immediately after that event; and he was, moreover, promoted to his present rank as soon as he had served the time prescribed by the King's Order in Council of June 30th, 1827. His commission as captain bears date April 19th, 1828.

*Agents,—Messrs. Chard.*

## HON. FREDERICK WILLIAM GREY.

THIRD son of Earl Grey, the present Prime Minister of Great Britain, by Mary Elizabeth, only daughter of the first Lord Ponsonby.

This officer was born on the 23d of Aug. 1805; made a lieutenant, April 7th, 1825; appointed to the Volage 28, Captain Hon. R. S. Dundas, Sept. 26th following\*; and promoted from that ship to the command of the Heron sloop, on the South American station, April 17th, 1827. He has recently commissioned the Actæon, a new 26-gun ship, at Portsmouth.

\* See Vol. III. Part I. p. 183 *et seq.*

### THOMAS MONCK MASON, Esq.

OBTAINED his first commission in Mar. 1807; was appointed to the *America* 74, Captain (now Sir Josias) Rowley, July 9th, 1812; and flag-lieutenant to the same officer, in the *Impregnable* 98, Mar. 25th, 1815; promoted to the rank of commander, June 13th in the latter year; appointed to the *Victory* 104, bearing the flag of Sir Robert Stopford, and commanded by Captain the Hon. George Elliot, at Portsmouth, May 12th, 1827; and advanced to his present rank, May 12th, 1828.

Captain Mason married, Nov. 26th, 1823, Mary, eldest daughter of the Hon. Sir George Grey, then Commissioner of Portsmouth Dock-yard.

*Agent*,—J. Copland, Esq.

### RICHARD DICKINSON, Esq.

*A Companion of the Most Honorable Military Order of the Bath; Knight of the Royal French Order of St. Louis; and Knight (2d class) of the Imperial Russian Order of St. Anne.*

THIS officer is the son of the late Mr. R. Dickinson, of Bambrough, co. Northumberland, a Master in the royal navy; and was born about the year 1786. He entered the service at the early age of twelve years; obtained the rank of lieutenant in Aug. 1806; and was appointed to the *Loire* frigate, Aug. 1, 1808. In Feb. 1809, he assisted in capturing *la Hebe*, French national ship, of 20 guns (pierced for 34) and 160 men. In 1810, he was present at the reduction of *Guadaloupe*. In 1811, he had a narrow escape from shipwreck on the coast of *Holland*\*. And, during the late war with America, he was most actively employed on the *Halifax* station; where the *Loire*, then commanded by Captain Thomas Brown, captured the *Rolla* privateer, of 5 guns and 80 men. His next appointments were, May 27th, 1815, to the North-

\* See Rear-Admiral A. W. SCHOMBERG.

umberland 74, fitting out for the flag of Sir George Cockburn, and soon afterwards employed in conveying Napoleon Buonaparte to St. Helena;—and, Aug. 4th, 1818, to be first lieutenant of the Salisbury 58, flag-ship of Rear-Admiral Donald Campbell, in which he served at the Leeward Islands until advanced to the rank of commander, by commission dated Jan. 29th, 1821\*.

In May 1827, Commander Dicknison was appointed to the Genoa 74, Captain Walter Bathurst, on the Mediterranean station, where he arrived in time to bear a conspicuous part at the battle of Navarin. The loss sustained by the Genoa, the command of which, it will be seen, devolved upon him during the heat of that sanguinary conflict, consisted of—

Messrs. P. Brown and Charles Bussell (midshipmen), Mr. A. J. T. Rowe (master's-assistant), and twenty-two seamen and marines *killed*; Captain Bathurst (second in command of the British squadron), *mortally* wounded; Captain Thomas Moore (R. M.), Mr. Herbert Blatchford Gray (midshipman), and twelve men *severely* wounded; and Lieutenant Henry Richard Sturt, Mr. James Chambers (volunteer of the first class), and seventeen men *slightly* wounded.

On the eleventh day after this battle, the ship's company of the Genoa addressed their commander-in-chief as follows:—

“The humble Petition to your Honour of the Petty officers, Seamen, and Marines, of His Majesty's ship Genoa.

“With gratitude they thank your Honour for the able manner in which you led them to action, and most heroically supported them in it, and hope your Honour will long live to enjoy the merited rewards of your noble conduct.

“Your petitioners beg leave, with all humility, before they leave the station, to express to your Honour their feelings of sincere regret for the loss of their late lamented Commander, whom they ever found a father and a friend; and your petitioners, with all humility, beg to express their joy at finding his loss supplied by their present worthy commander.

---

\* The first anniversary of the accession of King George IV., which was commemorated by the promotion of the senior lieutenants of all the flag-ships employed on foreign stations; and also of twelve midshipmen who had passed their examinations previous to Jan. 1816.



“ They had before found him, as an officer, active and able in the execution of his duty, as well as gentlemanly in command ; but they have now found him, in the moment of danger, a leader under whom they should never fear any enemy.

“ They therefore humbly solicit your Honour to represent their feelings to His Royal Highness the Lord High Admiral.

“ And your petitioners hope that your Honour will permit Captain Dickinson to take the ship home, as captain, in the event of her going to England.

“ We are, honoured Sir, your most obedient and humble servants,

“ THE CREW OF HIS MAJESTY'S SHIP GENOA.”

“ To Vice Admiral Sir E. Codrington,  
K. C. B. &c. &c.”

We have elsewhere stated, that Commander Lewis Davies, of the *Rose* sloop, was promoted to the vacancy occasioned by Captain Bathurst's death ; and that the *Genoa* returned home under the command of Captain the Hon. C. L. Irby, by whom she was paid off, at Plymouth, in Jan. 1828. Commander Dickinson, who had not then served the full time necessary to qualify him for a captain's commission, was appointed, on the 3d of that month, to the *Wasp* sloop ; and advanced to his present rank on the 13th of May following. In the meantime he had been nominated a C. B., and decorated with the Cross of St. Louis, and the Order of St. Anne. We subsequently find him applying for permission also to wear the Russian order of St. Wladimer, and his late commander-in-chief writing an official letter on the same subject, of which the following is a copy :—

“ 92, Eaton Square, June 14th, 1829.”

“ Sir,—In obedience to the directions of the Lords Commissioners of the Admiralty, in your letter of the 8th of this month, I have the honor to inform their Lordships, that the mistake of two distinct Russian Orders having got into the possession of Captain Dickinson, appears to me to have arisen from one of them having been sent to the Mediterranean through Count Heiden, without its having been known that another had been conferred upon him in England through Count Lieven.

“ As I understand that the Government do not think the Commanders serving in the Asia and Albion entitled to either of these Russian distinctions, I cannot but regret that Captain Dickinson should have been placed in this respect above those two officers ; since I have every reason to approve (as I do most highly) of the conduct of Captain Baynes and

Captain Campbell, and have no reason to approve of the conduct of the Genoa, from the time of the command of her having devolved on Captain Dickinson. As it is probable that the selection of Captain Dickinson for the distinction in question, may have arisen from Captain Bathurst having been reported, in the return signed by Captain Dickinson and the surgeon, as killed in the action, it is incumbent on me to inform their Lordships, that Captain Dickinson himself conducted me down to Captain Bathurst, in the cockpit of the Genoa, at eight o'clock in the evening of the 20th of October, several hours after the battle was over, and that both he and the surgeon must have heard Captain Bathurst calmly and collectedly describing to me what had passed upon deck before he was wounded. In fact, Captain Dickinson, when subsequently reproved by me for having made this false return, acknowledged his recollection of having so conducted me into the cockpit, and of Captain Bathurst not having expired until about three o'clock in the morning of the 21st. I have the honor to be, &c.

(Signed)

“EDWARD CODRINGTON.”

“*To the Secretary of the Admiralty.*”

In consequence of this letter, the Board of Admiralty directed Captain Dickinson to return the order of St. Wladimer, that the mistake of two honorary distinctions having been sent to him might be explained to the Russian ambassador. On the 17th of the following month, Sir Edward Codrington again wrote to their Lordships' secretary as follows :

“Sir,—In obedience to the desire of the Lords Commissioners of the Admiralty, that I should state specifically all the points of Captain Dickinson's conduct with which I was dissatisfied during the period of his being in temporary command of His Majesty's ship Genoa, in order that the same may be investigated before a court-martial, (a measure which their Lordships are pleased to consider due as well to the character of Captain Dickinson as to the interests of the public service), I have the honor to state for their Lordships' information, that from not making proper use of her springs directed by my order of the 19th of October, 1827, to be placed on the anchors, the broadside of the Genoa was not directed to her regular opponent in the Ottoman line, and that in such a position, she could not fire any of her guns except those of her stern and quarters without endangering the Asia, and others of the allied squadron on her larboard side, and Albion and others on her starboard side; that, consequently, shot which injured the Asia, and which came in that direction, were apparently fired by the Genoa, and that the Genoa did positively fire into the Albion, probably (according to her log-book) mistaking that ship for one of the Ottoman fleet, although the Albion had an English ensign at her mast-head to prevent such mistakes;—that Captain Dickinson hav-

ing been reproved by me for not using the Genoa's springs, and having accounted for it by his inability to get the men from their guns for that purpose, it was nevertheless asserted in the ship's log-book that the springs were used;—that the account of the battle given in the Genoa's log-book erroneously implies, that she had three Ottoman ships of the line opposed to her on her starboard side, three 60-gun frigates on her larboard side and a-head, and a double-banked frigate astern;—that Captain Dickinson returned Captain Bathurst as killed, and procured the surgeon's signature to that return, knowing that he did not die until many hours after the battle was over, and that he retained his faculties to give orders during the whole time of the battle; and that by this mis-statement he gained an honorary distinction which might not otherwise have been conferred on him;—that the refit of the Genoa for leaving Navarin, and engaging the batteries, if requisite, was unjustifiably tardy; and that the same slackness prevailed on her way to Malta;—that the Genoa's mizen-mast was suffered to go by the board on the 21st, the day after the battle, for want of being properly secured;—that the Genoa continued firing after the battle was over, at the risk and to the probable injury of the allied ships, until hailed from the Asia to cease.

“In farther addition to the statement in my former letter, which was confined to the object of getting Captains Baynes and Campbell placed at least upon a level in honorary distinctions with Captain Dickinson, I have now, in obedience to their Lordships' pleasure that I should state specifically all the points of Captain Dickinson's conduct with which I was dissatisfied, to inform their Lordships of an instance of insubordination, of which I would gladly have avoided the exposure.

“That Captain Dickinson himself presented to me a letter in the nature of what is called a 'round robin,' purporting to come from the crew of the Genoa, and desiring that I would appoint him in preference to any other officer to succeed Captain Bathurst as Captain of the Genoa: and it is due to myself to explain, that I was then induced to relinquish the reporting to his Royal Highness the Lord High Admiral this instance of insubordination, which your letter has now made it incumbent on me to bring forward, by Captain Dickinson's strongly expressed contrition for errors which he said he had fallen into inadvertently; his own entreaties that I would overlook them being supported by Captains Ommanney, Spencer, and others, who united with me in an anxious desire to avoid the exposure of such misconduct in this individual instance, on an occasion where a zealous execution of the service was the general characteristic of the three combined squadrons. I have the honor to be, &c.

(Signed) “EDWARD CODRINGTON.”

In another letter, dated June 24th, 1829, Sir Edward asserts, that “owing to the Genoa not using her springs, the fire of her own opponent would not have been silenced but for the



exertions of the other British ships ;” and that, “ although less injured than the *Asia*, the *Albion*, the *la Syrene*, or the *Azof*, she was the last ship of the combined fleet ready to leave *Navarin*, even after having had a whole watch of the *Glasgow* frigate to assist her. It did not appear to me,” continues the Vice-Admiral, “ that any benefit would be derived to the service from my publicly reporting at the time this inferiority of conduct evinced in the *Genoa* after she fell under the command of Captain Dickinson, more particularly as I had had the pleasure of expressing my marked approbation of the manner in which that ship had taken up her station under Captain Bathurst.”

The public investigation which took place in consequence of the above allegations commenced on the 26th Aug. and did not terminate until Sept. 17th, 1829, when the Judge Advocate pronounced as follows :—

“ The Court are of opinion, that *the charges have not been proved against Captain Richard Dickinson.*

“ That the charge stating that the account of the battle given in the *Genoa’s* log-book, ‘ erroneously implies that the *Genoa* had three Ottoman ships of the line opposed to her on the starboard side, three 60-gun frigates on her larboard side and a-head, and a double-banked frigate astern,’ is *frivolous and groundless.*

“ That the return made by Captain Dickinson, ‘ that Captain Bathurst was killed in action, knowing that he did not die until many hours after the battle was over,’ was made without the slightest appearance of any improper motive.

“ That the charge, stating, ‘ that the *Genoa* continued firing after the battle was over, at the risk, and to the probable injury of the allied ships, until hailed from the *Asia* to cease,’ is *vexatious.*

“ That ‘ the letter presented by Captain Dickinson to Sir Edward Codrington, purporting to come from the crew of the *Genoa*, and desiring that Vice-Admiral Sir Edward Codrington would appoint him in preference to any other officer to succeed Captain Bathurst, as Captain of the *Genoa*,’ appears to be a petition which was presented without any improper motive being imputable to Captain Dickinson ; but in presenting which he was guilty of an impropriety for which he has already received the reproof of his commander-in-chief. *And the Court doth adjudge the said Captain Richard Dickinson to be HONORABLY ACQUITTED, and he is hereby HONORABLY ACQUITTED accordingly.*”

On the 30th of April, 1830, Captain Dickinson was ap-

pointed to the *Talbot* 23, fitting out for the Cape of Good Hope station; where he is now serving under the orders of Commodore Schomberg, C. B.

---

### WILLIAM JARDINE PURCHAS, Esq.

SECOND and youngest son of John Purchas, of Cambridge, Esq. by Elizabeth Sharpe, daughter of a clergyman in Suffolk; and brother to the late Captain John Purchas, who served as a subaltern of H. M. 20th regiment at the battle of Maida; commanded a company of the 76th during the peninsular war; and fell before Plattsburg, in the state of New York, towards the close of the late contest between Great Britain and America.

Mr. W. J. Purchas was born at Cambridge, in 1788; entered the navy, in 1803, under the patronage of Admiral Sir Henry Trollope; and served the greater part of his time as midshipman, under the Hon. Alan Hyde (afterwards Lord) Gardner, in the *Hero* 74, *Ville de Paris* 110, and *Bellerophon* 74, on the Channel and North Sea stations. He was consequently present at the capture of two Spanish line-of-battle ships, by Sir Robert Calder, July 22d, 1805; of four French two-deckers, by Sir Richard J. Strachan, Nov. 4th, in the same year; and at the surrender of Rear-Admiral Linois, to part of the squadron under Sir John B. Warren, Mar. 13th, 1806\*.

In 1809, the *Bellerophon*, then commanded by Captain Samuel Warren, was attached to the Baltic fleet; and on the 7th of July, Mr. Purchas served in her barge, under Lieutenant John Skekel, at the capture and destruction of seven Russian gun-boats, a large armed ship, and twelve transports, near Percola Point, in the Gulf of Finland †. On the 7th of December following, he passed his examination; and on the 9th, was promoted into the *Erebus* sloop, Captain William Aulridge.

Lieutenant Purchas's subsequent appointments were—

---

\* See Vol. III. Part I. p. 224.

† See Suppl. Part III. p. 369.

Oct. 13th, 1813, from the Erebus to the Carnation sloop, Captain George Bentham, fitting out for the Jamaica station;—Mar. 25th, 1827, to the Alert sloop, Captain John Smith\*;—and, Sept. 5th, 1817, to be first of the Scamander frigate, Captain William Elliot, C. B., employed at the Leeward Islands. His commission as commander bears date Dec. 7th, 1818; from which period he remained on half-pay for nearly six years.

We next find this officer commanding the Esk 20, on the African station, where he captured nine Brazilian, Dutch, and Spanish vessels, with 2249 slaves, between July 17th, 1825, and Feb. 8th, 1827. He subsequently assisted in completing the establishment at Fernando Po; conveyed stock from St. Helena to Ascension; and brought home a quantity of gold dust and ivory, with which he arrived at Spithead May 1st, 1828. His promotion to the rank of captain took place on the 16th of the same month. Mrs. Purchas, to whom he was married in Aug. 1820, is the youngest daughter of the late William Hills, of Chancery Lane, London, Esq.

---

### SIR RICHARD GRANT, KNT.

WAS made a lieutenant in Oct. 1805; but we find no further mention made of him previous to June 1813, when he was appointed first of the Blenheim 74, Captain Samuel Warren. He subsequently served under Captain Edward Pelham Brenton, in the Royal Sovereign of 100 guns; and as first of the Tonnant 80, bearing the flag of Sir Benjamin Hallowell, on the Irish station. His commission as commander bears date Nov. 7th, 1818; and he appears to have obtained the honor of knighthood, on the presentation, we believe, of a civic address, in the summer of 1820. On the 17th of May, 1827, he was appointed to the Hussar 46, Captain Edward Boxer, bearing the flag of Sir Charles Ogle, on the Halifax station; and, at

---

\* See Suppl. Part IV. p. 417.



the expiration of twelve months from that period, promoted to the command of the *Tyne 28*, which ship he paid off, at Portsmouth, June 11th, 1830.

*Agent*,—J. Hinxman, Esq.

---

### WILLIAM STEPHEN FULLER, Esq.

*A Deputy Lieutenant of the County of Sussex.*

THIS officer is the second son of John Trayton Fuller, of Brightling, co. Sussex, Esq., by Anne, daughter of the first Baron Heathfield, and a collateral descendant of the equally renowned Sir Francis Drake. He obtained his first commission in Nov. 1808; was made a commander in June 1815; appointed to the *Wellesley 74*, Captain (now Sir Frederick L.) Maitland, May 19th, 1827; and advanced to his present rank on the 19th of May, 1828. Should his eldest brother (who was created a baronet in July 1821,) die before him, and without leaving male issue, he will succeed to that title, and become possessed of the estates of the Elliott and Drake families. His youngest brother, Rose Henry Fuller, Esq., is a Commander, R. N.

*Agents*,—Messrs. Cooke, Halford, and Son.

---

### THOMAS DENCH, Esq.

WAS made a lieutenant in 1801; promoted from the *Hibernia 110*, bearing the flag of Sir Charles Cotton, to the command of the *Blossom* sloop, off Lisbon, April 24th, 1808; and removed into the *Nautilus* sloop, Aug 18th following. In May 1809, he brought home despatches from Oporto, announcing the evacuation of that city by the French army, under Marshal Soult\*; and we subsequently find him capturing the following privateers, on the Mediterranean station:

*Le Brave*, of 5 guns and 112 men, July 21st, 1812; *la Leonilde*, of 14

---

\* See Suppl. Part IV. p. 105.

guns and 83 men, Feb. 7th, 1813; and le Colombe, of 4 guns and 40 men, on the 24th of May following.

He continued in the Nautilus until Nov. 1814; and was advanced to the rank of captain on the 4th of June, 1823.

*Agents*,—Messrs. Chard.

---

### GEORGE FREDERICK HOTHAM, Esq.

WAS made a lieutenant into the Minden 74, bearing the flag of Sir Richard King, on the East India station, Dec. 7th, 1819; appointed to the Euryalus 42, Captain (now Sir Augustus J. W.) Clifford, fitting out for the Mediterranean, Oct. 22d, 1821; and promoted to the rank of commander, Mar. 25th, 1822. His next and last appointment was, April 28th, 1827, to the Parthian 10, which vessel he lost on the coast of Egypt, May 16th, 1828. In the ensuing month, he was tried by a court-martial, off Navarin, and sentenced as follows:—

“The Court is of opinion, that the loss of the Parthian is imputable to a southerly current, setting the sloop out of her course, and to the neglect of heaving the lead. But as it appears that the said sloop on all former occasions, and with the exception of heaving the lead, on the present, has been conducted in the most exemplary manner; and that this omission arose from too great confidence in the position of the ship, deduced from the sight obtained of the land in the morning, corresponding with the observations and chronometers; and that preparations were actually made for heaving the lead; together with the very great exertions which appear to have been made by Commander Hotham, his officers, and company, in their endeavours to save the ship and stores; the Court does, in consideration thereof, only adjudge the said Commander Hotham, and Mr. Edward Sawkins, the Master, to be admonished to be more careful in future. No blame attaching to the rest of the officers and ship’s company, they are hereby acquitted.”

Commander Hotham was advanced to the rank of captain on the 7th June, 1828,—nine days previous to his trial for the loss of the Parthian. He returned home in the Glasgow 50, Captain the Hon. J. A. Maude.

---

### JAMES CAMPBELL, Esq.

WAS made a lieutenant in Aug. 1807; promoted to the rank of commander in Dec. 1813; and appointed to the *Slaney* sloop, fitting out for the Jamaica station, May 4th, 1827. His commission as captain bears date June 21st, 1828.

*Agents*,—Messrs. Stilwell.

---

### JOHN BURNET DUNDAS, Esq.

THIRD and youngest son of the late Sir David Dundas, Bart. (one of the medical attendants of King George III.), by Isabella, daughter of William Robertson, of Richmond, co. Surrey, Esq.

This officer was made a lieutenant in April, 1815, and subsequently appointed as follows:—July 18th, 1815, to the *Lacedæmonian* 46, Captain Samuel Jackson, C. B., then dismantling at Portsmouth;—Sept. 18th following, to the *Tagus* 46, Captain J. W. Deans Dundas, fitting out for the Mediterranean station;—Dec. 28th, 1816, to the *Myrmidon* 20, Captain Robert Gambier, with whom he returned home from thence towards the close of 1818;—Nov. 25th, 1820, to the *Niemen* 28, Captain Edward R. Sibly; from which ship he was promoted to the command of the *Argus* 18, on the Halifax station, Mar. 20th, 1823;—Mar. 9th, 1827, to the *Weazle* 10, fitting out at Plymouth;—and, Jan. 2d, 1828, to the *Raleigh* 18, then in the Mediterranean. His promotion to the rank of captain took place July 8th, 1828; and he married, Dec. 30th in the same year, Caroline, third daughter of the Rev. John Jeffreys, Rector of Barnes, co. Surrey.

*Agents*,—Messrs. Maude & Co.

---



## ROBERT LAMBERT BAYNES, Esq.

*A Companion of the Most Honorable Military Order of the Bath.*

THIS officer passed his examination in 1816; obtained the rank of lieutenant in April, 1818; and was subsequently appointed as follows:—Nov. 12th, 1819, to the *Vigo* 74, fitting out for the flag of Rear-Admiral Lambert;—Dec. 2d, 1822, to the *Briton* 46, Captain Sir Murray Maxwell;—Aug. 28th, 1823, to the *Tartar* 42, Captain Thomas Brown, then in South America;—and, Oct. 6th, 1826, to the *Asia* 84, equipping at Portsmouth for the flag of Sir Edward Codrington. He was promoted to the command of the *Alacrity* sloop, on the Mediterranean station, July 8th, 1827; re-appointed to the *Asia* in Sept. following; nominated a C. B. immediately after the battle of Navarin\*; and advanced to the rank of captain, July 8th, 1828.

---

## WILLIAM HOBSON, Esq.

PASSED his examination in Nov. 1811; and was promoted into the *Peruvian* sloop, Captain George Kippen, Nov. 11th, 1813. His subsequent appointments were,—Feb. 3d, 1818, to the *Spey* 20, Captain the Hon. Frederick Noel, fitting out for the Mediterranean station, where he greatly distinguished himself by the capture of an English piratical vessel;—Aug. 16th, 1821, to the *Tyne* 26, Captain James Kearney White, then in the West Indies;—and, Jan. 30th, 1823, to the command of the *Lion* schooner, employed in the suppression of piracy on the coast of Cuba. He obtained the rank of commander, Mar. 18th, 1824; and we afterwards find him in the *Ferret* and *Scylla* sloops, on the Jamaica station. His commission as captain bears date July 9th, 1828.

*Agents*,—Messrs. Atkins & Son.

---

\* See pp. 33 and 35.

### FOLLETT WALROND PENNELL, Esq.

SON of William Pennell, Esq., His Majesty's Consul-General at Rio Janeiro.

This officer was born in Feb. 1804; and entered the royal navy, as midshipman on board the Impregnable 104, bearing the flag of Viscount Exmouth, at Plymouth, in Feb. 1818. He subsequently served under Captain the Hon. Fleetwood B. R. Pellew, and Commodore Sir Edward W. C. R. Owen, in the Revolutionnaire frigate, and Gloucester 74, on the Mediterranean and West India stations; was promoted from the latter ship into the Pyramus 42, Captain Francis Newcombe, C. B., Sept. 1st, 1824; appointed to the Rainbow 28, Captain the Hon. Henry John Rous, at Chatham, July 30th, 1825; removed to the Cyrène 20, Captain Alexander Campbell, Dec. 19th following; and advanced to the command of the Fly 18, on the East India station, Nov. 13th, 1826. His commission as captain bears date July 14th, 1828.

### WILLIAM CLARKE JERVOISE, Esq.

THIS officer entered the royal navy early in 1800, as midshipman on board the Triumph 74, Captain (afterwards Sir Eliab) Harvey; and subsequently served under Captain (now Sir Thomas) Foley, and the late Captains Joseph Baker and W. H. Ricketts Jervis, in the Elephant, Ganges, and Robust, third rates, on the Jamaica station, from whence he returned home in the summer of 1802. He then joined the Lapwing 28, Captain Andrew Skene, and was in that frigate when she captured the Henrietta, a valuable French merchantman. We next find him again serving under his old friend Captain Harvey, then commanding the Temeraire 98, in which highly distinguished ship he bore a part at the memorable battle of Trafalgar\*. His first commission, appoint-

\* See Vol. I. p. 274 *et seq.*; and Suppl. Part III. p. 175 *et seq.*

ing him senior lieutenant of the Curieux sloop, Captain John Sherriff, bears date Aug. 8th, 1806, and was conferred upon him as a reward for his conduct on that glorious occasion. He afterwards served under Captains Christopher Laroche and Murray Maxwell, in the Uranie and Alceste frigates, and was highly spoken of by the latter officer for his gallantry and zeal in an action with a formidable Spanish flotilla, near Cadiz, April 4th, 1808 \*. Previous to this he had witnessed the occupation of Madeira, by the forces under Rear-Admiral Sir Samuel Hood, and Major-General Beresford. In the summer of 1808, we find him accompanying Lieutenant Allan Stewart, first of the Alceste, with a message from Captain Maxwell to the French officer commanding at the mouth of the Tiber; who, disregarding the sanctity of a flag of truce, detained him and his companion, confined them for several weeks in a dungeon, and assured them that they would be dealt with as spies. At length, they were *marched* to Verdun; from whence Lieutenant Jervoise escaped to the coast of Holland, where he was betrayed whilst in the act of embarking, and again ordered into confinement.

On this occasion, he appears to have been transferred to the fortress of Bitche, in Lorraine, where his treatment was somewhat similar to that experienced by Mr. (now Captain) Donat H. O'Brien, and described in p. 259 *et seq.* of Suppl. Part IV.

In the beginning of 1814, the allies having dared to pollute the sacred territory of France, all the British captives were ordered to be removed further from the frontier, and kept within the walls of their respective prisons. Many, however, contrived to escape at this period; and amongst them was Lieutenant Jervoise, who got safely to the Roompot, and from thence returned home in the Colossus 74. His promotion to the rank of commander took place on the 27th of August following.

---

\* See Vol. II. p. 301 *et seq.*

† See Suppl. Part I. p. 87 *et seq.*



We have stated, in p. 206 of Vol. III. Part I., that Captain Jervoise was instrumental in saving the lives of the Marquis and Marchioness of Chandos, and their infant daughter, when the mansion in which these noble personages were residing was accidentally burnt down, Oct. 30th, 1820. "The conflagration," says a daily journalist, "was so sudden, that the inmates had only time to escape with their lives. Captain Jervoise, who first discovered the fire, will, it is said, be a very considerable sufferer by the event; and it is rather remarkable, that this gentleman once before lost all his personal effects from a similar deplorable occurrence: his present loss, however, he supported with a coolness truly characteristic of a British seaman."

Captain Jervoise subsequently commanded the Dispatch sloop, on the Mediterranean station. His next appointment was, July 28th, 1825, to the Pandora 18, fitting out for the East Indies.

On the 14th of Dec. following, being then off the Canaries, the Pandora was caught in a white squall, which laid her down, and filled the waist with water. On the 19th of the same month, she was obliged to cut away two anchors, and throw several guns overboard, in a dreadful storm from S. W.; and, being heavily laden, her fate was for many hours doubtful. On the 16th of Mar. 1826, she parted from her only remaining anchor, in a S. E. gale at the Cape of Good Hope, and was again placed in imminent danger. On the 23d June, 1827, the following letter was addressed to her commander, by Captain James John Gordon Bremer, C. B., of the Tamar 26, then at Madras:

"Sir,—Having transmitted to Rear-Admiral Gage an account of the proceedings of the detachments from this ship and the Pandora, which were landed under your command, at Burburra, on the 11th January last, I am directed by the Rear-Admiral to offer to you his thanks for your exertions and conduct on that occasion, and to request you will convey his approbation to the officers, seamen, and marines of the Pandora.

“ It is with feelings of great satisfaction that I fulfil this part of my duty ; and I trust I may add to those of the commander-in-chief, my own thanks for the ready attention which at all times, during our long cruise, marked the Pandora, as well as my warmest acknowledgments for the able and cordial assistance I experienced from yourself on all occasions. I have the honor to be, &c.

(Signed) “ J. J. GORDON BREMER.”

Captain Bremer's official report of the proceedings of the Tamar and Pandora will be found in p. 436 *et seq.*

On the 6th Aug. 1828, Captain Jervoise was promoted to the command of the Success 28, in which ship we find him sailing from New South Wales, on his return to Madras, Oct. 27th, 1829. For the account of his subsequent proceedings the reader is referred to pp. 446—453.

---

#### WILLIAM ALEXANDER BAILLIE HAMILTON, Esq.

THIRD son of the late Rev. Charles Baillie Hamilton, (who was a great-grandson of Thomas, sixth Earl of Haddington,) by Lady Charlotte Hamilton, sister to Alexander, tenth and present Earl of Home, one of the representative peers of Scotland, Lord Lieutenant of Berwickshire, and Colonel of the militia of that county.

This officer was born at Normanby, co. York, June 6th, 1803 ; and being permitted to choose his profession, he embarked as midshipman on board the Rochfort 80, Captain Sir Archibald C. Dickson, Bart., early in 1816. We subsequently find him at the Royal Naval College, from whence he was discharged, about the close of 1819, into the Vigo 74, fitting out for the flag of Rear-Admiral Lambert. The first ship in which he went to sea, however, was the Active 46, Captain Sir James A. Gordon, under whom he served until

that frigate was paid off, after attending on King George IV. during his visit to Ireland, in 1821.

Mr. Hamilton next joined the *Euryalus* 42, Captain (now Sir Augustus W. J.) Clifford, fitting out for the Mediterranean station, from whence he returned home to pass his examination, in the summer of 1823. After this, he was received on board the *Revenge* 78, bearing the flag of Sir Harry Neale, who appointed him, in Sept. following, to act as a lieutenant of the *Active*, then commanded by Captain Andrew King, at Lisbon. His first commission bears date Dec. 1st, 1823; and his subsequent appointments were as follow:—Jan. 26th, 1824, to the *Blanche* 46, Captain William Bowen Mends, which ship conveyed Vice-Admiral Lord Amelius Beauclerk to the river Tagus, and afterwards proceeded to South America;—July 26th, 1825, to the *Druid* 46, recently launched at Pembroke, commanded by Captain Samuel Chambers, and about to sail on an experimental cruise;—and, Mar. 1st, 1826, to the *Ganges* 84, fitting out for the flag of Rear-Admiral (now Sir Robert) Otway.

Previous to the departure of the *Ganges* from Portsmouth, Lieutenant Hamilton was ordered to join the *Blonde* frigate, then on the point of sailing for Bermuda, where he was landed with despatches for Rear-Admiral (now (Sir Willoughby) Lake, commander-in-chief on the North American station. On his joining that officer, he received an order to assume the command of the *Doterel* sloop, at Halifax, which appointment was confirmed by the Admiralty in Nov. 1826.

The *Doterel* having encountered much bad weather in her passages across the Gulf Stream, and being examined for a refit, was found to have suffered considerably, and to be so defective, that it was considered necessary to dismantle and lay her up at Bermuda; Commander Hamilton consequently returned home from thence, with his officers and part of his crew, in the *Queensberry* packet, May 7th, 1827.

On the 2d of July following, Commander Hamilton was appointed to the *Pelican* 18, then in the Mediterranean; to which station he proceeded, as passenger, on board the *Dart-*



mouth frigate\*, carrying out with him the duplicate of the treaty between Great Britain, France, and Russia, for the protection of persecuted Greece.

Previous to his joining the *Pelican*, the subject of this sketch was sent in the *Dartmouth*, with a letter from Sir Edward Codrington to the commander of the Turco-Egyptian fleet, who had just arrived at Navarin, for the purpose of co-operating with Ibrahim Pacha; and we soon afterwards find him despatched, in the same ship, to the Ottoman generalissimo, on a mission of some importance. The manner in which he acquitted himself on those occasions met with the approbation of his commander-in-chief; and his subsequent endeavours in the suppression of piracy were also officially acknowledged.

After the battle of Navarin, at which he had not the good fortune to be present, Commander Hamilton watched that harbour till it was evacuated by the remains of the discomfited fleet, when he proceeded with the information to Sir Edward Codrington, at Malta. During this cruise off the Morea, he destroyed a schooner of four guns and forty men, commanded by a notorious character who had long annoyed the coast.

In Jan. 1828, the *Pelican* formed part of a small squadron under Sir Thomas Staines, at the destruction of several other piratical vessels, in the harbour of Carabusa; and her marines were afterwards landed to take possession of that fortress, in conjunction with those of the *Isis 50*. She was next placed under the orders of Captain Edmund Lyons, of the *Blonde* frigate, and employed in attending the second division of an Egyptian fleet, sent from Alexandria to complete the evacuation of the Morea. During the embarkation of the last part of Ibrahim Pacha's army, in Oct. 1828, Commander Hamilton heard of his promotion to the rank of captain; but he did not give up the command of the *Pelican* till Dec. 1st following. Since then he has visited Greece, Asia Minor, and Constantinople, and resided some time in Italy.

---

\* Commanded by Captain (now Sir Thomas) Fellowes.

This officer has six brothers and four sisters. The eldest of the former, George Baillie Hamilton, Esq. K. C. H., entered early into the diplomatic line, and was for some time attached to the embassy in the Netherlands, under Lord Clancarty. He was afterwards, for upwards of three years, Private Secretary to Viscount Melville, when first Lord of the Admiralty; and on that nobleman's retirement from office, in 1827, the Lord High Admiral was most graciously pleased to retain him in the same situation, but which he was soon obliged to resign on account of ill health. Since the commencement of the present reign he has been created a Knight Commander of the Royal Hanoverian Guelphic Order, and appointed Secretary of Legation to the British Embassy at Brussels.

The next brother in seniority, Charles John Baillie Hamilton, was for some time in the army, which profession he quitted on marrying Lady Caroline Bertie, only daughter of Willoughby, fourth Earl of Abingdon, by Charlotte, daughter and co-heiress of Admiral Sir Peter Warren, K. B.

One of his other brothers holds an official appointment at the Cape of Good Hope. Another is in the Bombay cavalry; one an officer in H. M. army; and the youngest a cadet at the Royal Naval College.

*Agent*,—J. Woodhead, Esq.

## HON. WILLIAM WALDEGRAVE (*b*).

SECOND and youngest son of the late Admiral Lord Radstock, G. C. B.

This officer was born at London, June 7th, 1796; and entered the royal navy, in Oct. 1809, as midshipman on board the *Thames* 32, commanded by his brother, and fitting out for the Mediterranean station; where he continued, (except for a short period) successively serving in the

Seahorse, Amphion, and Bacchante frigates, until the summer of 1814, when he sailed for North America, under the command of Captain Francis Stanfell. His name appears in the list of wounded on board the Amphion, when engaged with a French squadron off Lissa, Mar. 13th, 1811 \*. On the 6th of Jan. 1813, he was employed in the boats of the Bacchante, at the capture of five gun-vessels near Otranto †; and, in June following, he again distinguished himself, at the attack and capture of ten Neapolitan gun-boats and fourteen merchant vessels, on the coast of Abruzzi ‡.

After passing his examination, Mr. Waldegrave joined the Severn 50, Captain the Hon. F. W. Aylmer, in which ship he bore a part at the memorable battle of Algiers. His first commission bears date Sept. 5th, 1816; and we subsequently find him serving on board the Royal George yacht, during one of His late Majesty's aquatic excursions in that vessel. On the 24th of May, 1820, he was appointed to the Creole 42, then commanded by the late Captain Adam M'Kenzie, at Chatham, but afterwards bearing the broad pendant of Sir Thomas M. Hardy, on the South American station. In Dec. 1822, he was promoted to the rank of commander; and in Nov. 1825, appointed to the Procris sloop, fitting out for the North Sea station, where he continued until made a captain, in Aug. 1828.

*Agents*,—Messrs. Cooke and Halford.

---

### GEORGE WILLIAM ST. JOHN MILD MAY, Esq.

THIRD son of the late Sir Henry Paulet St. John Mildmay, Bart. by Jane, eldest daughter and co-heiress of Carew Mildmay, of Shawford House, co. Hants, Esq., and heiress of Carew Hervey Mildmay, of Hazel Grove, Somersetshire, and Marks, in Essex, Esq., in pursuance of whose testamentary

---

\* See Vol. II. p. 472, *et seq.* † See Suppl. Part IV. p. 279, *et seq.*

‡ See p. 74, *et seq.* of Vol. III. Part I.



injunction the St. John family assumed the additional surname of Mildmay.

This officer was made a lieutenant on the 19th of May, 1812; and subsequently appointed as follows:—Dec. 17th, 1813, to the *Leander* 60, Captain Sir George Collier, in which ship he continued during the remainder of the war with America;—Sept. 18th, 1815, to the *Euphrates* 42, Captain Robert Preston, fitting out for the Mediterranean station;—Nov. 24th, 1818, to the *Wasp* sloop, Captain Thomas Wren Carter, with whom he proceeded to Jamaica;—and, July 2d, 1821, to the *Iphigenia* 42, equipping for the broad pendant of Sir Robert Mends, commodore of the African squadron. He obtained the rank of commander in Aug. 1822; commissioned the *Cordelia* sloop, at Chatham, in Nov. 1826; and continued to command that vessel until made a captain, Aug. 16th, 1828.

*Agents*,—Messrs. Maude and Co.

---

### WILLIAM JONES, Esq.

Was made a lieutenant in July 1811; appointed to the *Cossack* 22, Captain Francis Stanfell, Feb. 12th, 1813; and to be first of the *Hind* sloop, commanded by Sir Charles Burrard, Sept. 12th, 1819. He subsequently served under Captain Sir Murray Maxwell, in the *Bulwark* 76, and *Gloucester*, 74, successively bearing the flag of Sir Benjamin Hallowell, in the river Medway; and was promoted to the command of the *Orestes* 18, on the Halifax station, May 1st, 1826. His commission as captain bears date Aug. 18th, 1828.

*Agents*,—————.

---

### HON. WILLIAM KEITH,

Was made a lieutenant into the *Egeria* 26, Captain Robert Rowley, at Newfoundland, Nov. 10th, 1819; appointed to the *Blonde* 46, Captain Lord Byron, fitting out for a voyage

to the South Seas, June 7th, 1824; promoted to the command of the *Philomel* sloop, Aug. 14th, 1827; and advanced to the rank of captain, while serving in that vessel, on the Mediterranean station, Aug. 18th, 1828.

*Agents*,—Messrs. Goode & Clarke.

### GEORGE SIDNEY SMITH, Esq.

NEPHEW to Admiral Sir W. Sidney Smith, K. C. B., with whose gallant but unfortunate protégé, the late Captain John Wesley Wright, he was taken prisoner in the *Vincejo* brig, May 8th, 1804\*. We next find him serving as midshipman of the *Redwing* 18, Captain the Hon. Robert C. Spencer, and receiving a wound in the thigh, at the attack upon Cassis, near Toulon, by a squadron under Captain Thomas Ussher, Aug. 18th, 1813†. His first commission bears date Jan. 21st, 1814; and in April following, he was appointed to the *Undaunted* frigate, commanded by the last named officer.

Having become well versed in French, during several years' captivity at Verdun, Lieutenant Smith was selected by Captain Ussher to command the boat in which Napoleon Buonaparte embarked when quitting France for Elba; and he appears to have been afterwards landed at Capraja, as temporary governor of that island. His next appointments were,—Jan. 5th, 1816, to the *Albion* 74, fitting out for the flag of Sir Charles V. Penrose; in which ship he bore a part at the battle of Algiers: and, May 13th, 1817, to the *Satellite* 18, Captain James Murray, on the Mediterranean station. He was promoted to the command of the *Bustard* sloop, employed in the West Indies, Mar. 12th, 1827; and advanced to the rank of captain in Aug. 1828.

### JAMES POLKINGHORNE, Esq.

WAS made a lieutenant into the *Cleopatra* frigate, Captain (now Sir John Brooke) Pechell, Dec. 1st, 1808; and

\* See Suppl. Part IV. p. 184 *et seq.* † See Suppl. Part I. p. 353 *et seq.*

assisted in capturing the French national ship *Topaze*, of 48 guns, near Guadaloupe, Jan. 22d, 1809\*. On this occasion, his captain wrote to Sir Alexander Cochrane as follows:—

“ I am happy in having an opportunity of bearing testimony to the gallantry displayed by the officers and crew of H. M. ship under my command; and beg leave to recommend my first lieutenant, William Simpson, to their Lordships’ notice; also Lieutenants Polkinghorne and Lambert, as good officers, and every way deserving their Lordships’ favor.”

In Dec. 1812, Mr. Polkinghorne followed Captain Pechell from the *Cleopatra* into the *San Domingo 74*, bearing the flag of Sir John B. Warren, on the North American station. In the beginning of April 1813, he was slightly wounded while commanding a detachment of boats, at the capture of four formidable privateers, in the Rappahannock river. The copy of his official report is given in p. 365 *et seq.* of Suppl. Part I.; and we have there stated, on good authority, that he was promoted for this gallant exploit, although his commission as commander is only dated June 27th, 1814. His subsequent appointments were,—in July 1824, to be Inspecting Commander of the Coast Guard at Fowey;—and, Nov. 21st, 1825, to the Sparrowhawk sloop, fitting out for the Cape of Good Hope station; where he continued until advanced to the rank of captain, Aug. 25th, 1828.

This officer married, in 1821, the second daughter of the late Robert Passingham, of Chester, Esq.

*Agents*,—Messrs. Cooke, Halford, & Son.

---

### THEOBALD JONES, Esq.

SERVED as a midshipman of the *Ajax 80*, Captain (now Sir Henry) Blackwood; and after the accidental destruction of that ship, by fire, was received on board the *Endymion* frigate, Captain the Hon. Thomas Bladen Capel, then attached to the squadron proceeding against Constantinople under the command of Sir John T. Duckworth. His first commission bears date July 8th, 1809; from which period

---

\* See Suppl. Part I. p. 364.



we find him with Captain Blackwood, in the Warspite 74, until Feb. 1814; when he was appointed to the Desirée frigate, Captain William Wooldridge. His promotion to the rank of commander took place July 19th, 1814.

This officer's subsequent appointments were,—Feb. 26th, 1819, to the Cherokee sloop, fitting out for the Leith station; where he continued upwards of three years:—and Oct. 1st, 1827, to the Prince Regent 120, bearing the flag of Sir Henry Blackwood, in the river Medway; in which ship he served, under the command of Captain the Hon. George Poulett, until advanced to his present rank, Aug. 25th, 1828.

*Agents*,—Messrs. Cooke, Halford, & Son.

---

### EDWARD PURCELL, Esq.

Was born at Tymogue Castle, in the Queen's County, Ireland; and entered the royal navy, in June 1804, as midshipman on board the Niobe frigate, Captain (now Vice-Admiral) Matthew Henry Scott, employed as a Channel cruiser. Towards the end of 1807, he followed the same officer into the Dragon 74; and on that ship being paid off, after a trip to the West Indies, we find him joining l'Impetueux 76, Captain (now Admiral) John Lawford; by whom he was entrusted with the command of an armed launch during the operations against Flushing, in Aug. 1809. Subsequent to the reduction of Walcheren he ascended the East Scheldt, and served with the flotilla for a period of five weeks.

On her return home, l'Impetueux was ordered to Lisbon; and in 1810, when the British army retreated to the lines of Torres Vedras, Mr. Purcell again obtained the command of her launch, then armed with two carronades, and went up with other boats to Alhandra, for the purpose of annoying the French forces encamped on the banks of the Tagus. This service proved most harassing and severe, the boats being almost incessantly engaged with the enemy's field-pieces and riflemen for nearly two months.

In Dec. 1810, Mr. Purcell was received on board the Elizabeth 74, for a passage home to join his first naval patron,

Captain Scott, who had just been appointed to the Marlborough, of similar force. On his arrival in England he was transferred to the Amethyst 36, Captain Jacob Walton, in which frigate he suffered shipwreck, near Plymouth, Feb. 16th, 1811. A few weeks after this disaster he was removed from the Marlborough to the Victory, of 100 guns, bearing the flag of Sir James Saumarez, commander-in-chief on the Baltic station.

In Sept. following, Sir James Saumarez, then lying in Wingo Sound, near Gottenburg, received intelligence that two Danish gun-vessels were lurking about the coast to the southward, intending to attack the rear of a homeward-bound convoy. The Victory's pinnace and yawl were ordered to go in search of the enemy, and one of these boats was placed under the command of Mr. Purcell. On the ensuing day they fell in with the Danes, strongly posted, with some small guns, among rocks, and were received with a very smart fire. The vessels were immediately boarded and carried, although their crews amounted to five times the number of the assailants. Of the former, two were killed and five wounded; the British had not a man slain, and only three wounded.

For his conduct on this occasion, Mr. Purcell received the thanks of Sir James Saumarez; and, in Nov. 1811, was ordered to act as a lieutenant of the flag-ship, an appointment confirmed by the Admiralty on the 4th of the following month. He subsequently served for a short period in the Muros sloop, Captain James Aberdour, from which vessel he appears to have been removed to the Marlborough, on the North Sea station. In Aug. 1812, he accompanied Rear-Admiral Scott into the Chatham 74; and on the return of Napoleon Buonaparte from Elba, we find him appointed flag-lieutenant to the same officer, with whom he continued, at Deal, until the autumn of 1815.

Lieutenant Purcell's subsequent appointments were,—Feb. 2d, 1816, to the Rivoli 74, Captain (now Sir Charles) Ogle, stationed as a guard-ship at Portsmouth;—July 24th, 1816, to be first of the Driver sloop, Captain John Ross, by whom he was very often employed in boats for the suppression of smuggling, on the western coast of Scotland;—and lastly,

Sept. 7th, 1818, to the Tribune 42, Captain (now Sir Nisbet J.) Willoughby, fitting out for the Irish station. Between this latter period and the spring of 1820, he had many narrow escapes whilst pursuing contraband traders. In June 1820, he was promoted to the command of the Falmouth 20, at Barbadoes; and his commission for that sloop was confirmed at home on the 9th of Sept. following.

After serving three years in the West Indies, Commander Purcell brought home, and paid off, the Falmouth, in July 1823. During his passage to England orders were sent to the commander-in-chief at Jamaica, to place his name on the admiralty list for promotion; but unfortunately it was not in his power to return thither, and he consequently remained without advancement until Aug. 25th, 1828, previous to which he had been appointed second captain of the Gloucester 74, commanded by the present Rear-Admiral Horton.

*Agents*,—Messrs. Stilwell.

### GEORGE LLOYD, Esq.

Was made lieutenant into the Rattler sloop, Nov. 3d, 1812; appointed to the Trent 32, armed *en flûte*, at Cork, Dec. 7th, 1813; to act as commander of the same guard-ship, in Aug. 1815; confirmed "for rank" Nov. 8th following; appointed to the Victor sloop, fitting out for the Jamaica station, Aug. 22d, 1827; and promoted to the rank of captain Aug. 26th, 1828.

*Agents*,—Messrs. Goode & Clarke.

### JENKIN JONES, Esq.

Was twice wounded whilst serving as master's-mate of the Africaine frigate, commanded by Captain Robert Corbett, in Sept. 1811\*. On the first occasion, he had the direction of her jolly-boat in an attack upon a French national schooner, lying aground at the Mauritius; and on the latter, he received

\* See p. 60.



his hurt whilst bearing a gallant part in an action with two frigates, one of equal and the other of superior force. On the 18th June, 1813, he was made lieutenant into the *Pompée* 74, Captain Sir James Athol Wood, on the Mediterranean station. His subsequent appointments were,—Jan. 6th, 1815, to the *Hyperion* frigate, Captain William Pryce Cumby;—Sept. 18th following, to the *Jupiter* 50, acting Captain Henry Meynell;—Nov. 20th in the same year, to the *Newcastle* 50, fitting out for the flag of Sir Pulteney Malcolm;—May 18th, 1816, to the command of the *Julia* sloop, which vessel was wrecked at Tristan de Cunha, Oct 1st, 1817;—Feb. 9th, 1822, to the *Sappho* 18, employed on the Irish station;—and, June 24th, 1828, to be second captain of the *Gloucester* 74, commanded by the present Rear-Admiral Henry Stuart, and stationed in the river Medway as a guard-ship. His commission as captain bears date Aug. 28th, 1828.

This officer married, May 2d, 1825, Elizabeth, only daughter of Harrison Deacon, of Portsmouth, co. Hants, Esq. *Agents*,—Messrs. Maude & Co.

---

### CHARLES ELLIOTT, Esq.

WAS made lieutenant into the *Myrmidon* sloop, Captain Henry J. Leeke, on the coast of Africa, June 11th, 1822; and subsequently appointed as follows:—June 18th, 1822, to the *Iphigenia* 42, bearing the broad pendant of Sir Robert Mends, on the above station;—Mar. 22d, 1823, to the *Husar* 46, Captain George Harris, C. B., fitting out at Chatham;—June 19th, 1825, to command the *Union* schooner, on the Jamaica station;—Aug. 30th following, to the *Renegade* schooner;—Jan. 1st, 1826, to act as commander of the *Serapis*, convalescent-ship, at Port Royal;—April 14th in the same year, successively to command the *Magnificent*, receiving ship, the *Bustard* of 10 guns, and the *Harlequin* 18; from which latter vessel he was promoted to the rank of captain Aug. 28th, 1828.

---

## THOMAS BENNETT, Esq.

WAS born at Hereford, Feb. 22d, 1785; and appears to have been borne on the books of the *Iphigenia* and *Hermione* frigates, for two years previous to his first embarkation as midshipman, which took place in March, 1797. He was then placed under the care of his uncle, Mr. Francis Bennett, purser of the *Monarch* 74, at that time commanded by Captain John Elphinstone, and attached to the Channel fleet; but subsequently by Captain Edward O'Bryen, and bearing the flag of Vice-Admiral (afterwards Sir Richard) Onslow, on the North Sea station.

We have stated in our first volume (p. 151), that the memorable battle of Camperdown, which may be considered as having annihilated the remnant of Dutch naval glory and power, was commenced by the *Monarch* breaking through the enemy's line, and engaging the flag-ship of Vice-Admiral Reintjies, whom she at length compelled to surrender. Her loss on this glorious occasion was, with one exception, greater than that of any other British ship, no less than 36 of her officers and crew being slain, and 100 wounded, besides others who received slight hurts, but were not included in the report of casualties:—amongst the latter we find Mr. Thomas Bennett, whose hand was lacerated by a splinter.

This young officer soon afterwards joined the *Nassau* 64, Captain George Tripp, stationed off the Nore light as an extra guard-ship. In the beginning of 1798, he was removed to the *Amphion* 32, a new frigate just commissioned by his friend Captain Richard H. A. Bennet, and of which his uncle, the late Commander William Bennett, was appointed first lieutenant. In that ship he served, on the North Sea, African, and Jamaica stations, until Aug. 1801; and then joined the *Sans Pareil* 80, bearing the flag of Lord Hugh Seymour, to whom his captain had strongly recommended him for promotion, but of which he lost his chance by the

death of that distinguished nobleman, on the 11th Sept. following\*.

In January, 1802, Mr. T. Bennett was appointed by Rear-Admiral Robert Montagu acting lieutenant of the Tartar frigate, at the particular request of her captain (the late Rear-Admiral) James Walker, with whom he afterwards served in the same capacity on board the Vanguard 74. Neither of these appointments, however, were confirmed; and as he had no sort of interest with Sir John T. Duckworth, the new commander-in-chief, he returned home a passenger in the Cerberus 32, Captain James Macnamara, and again joined the Amphion during the short peace of Amiens.

The Amphion was at this time commanded by Captain (now Sir Thomas Masterman) Hardy; and on the renewal of hostilities, in May 1803, she conveyed Lord Nelson from off Brest to the Mediterranean. A few days after joining the squadron employed in the blockade of Toulon, Mr. Bennett, to whom, at the recommendation of his friend Captain Hardy, the immortal hero had already given charge of a watch, was promoted into the Camelion brig; and this appointment, the first that was signed by his lordship after assuming the chief command on the above station, was confirmed at home, Dec. 9th, 1803.

The active services of the Camelion have been recorded in our memoir of the late Captain Sir Thomas Staines; but it is proper here to state, that Lieutenant Bennett commanded her boats on every occasion to which we have there alluded; and that he always most zealously and gallantly assisted that enterprising officer in keeping the whole of the enemy's coast, from Toulon to Leghorn, in constant agitation and alarm. On the 29th Aug. 1803, whilst attacking five vessels under the batteries at Rimasol, his clothes and hat were shot through in an extraordinary manner, and every person in his own boat, except himself, two men, and a boy, was either killed or wounded. The French national vessel mentioned at

---

\* See Suppl. Part I. p. 157 *et seq.*



p. 84 of Suppl. Part. I. was le Renard schooner, afterwards commissioned as a British cruiser\*.

In the summer of 1805, the *Camelion* was ordered to England, being quite worn out, and Lieutenant Bennett gladly availed himself of an opportunity of exchanging into the *Seahorse* 38, then commanded by Captain the Hon. Courtenay Boyle, but soon afterwards by the late Captain Robert Corbett,—of whom it has been said, that “his *guns* were a secondary consideration, but in all the evolutions of a ship,—unmooring, weighing, making and shortening sail, furling, reefing, tacking, &c. &c. none could approach the one he commanded without a certainty of being *second*.” Many tried to excel the *Seahorse* in these points, but they were all beaten. “In default of meeting with enemies to engage,” says one of her officers, “Captain Corbett amused us with a tolerable proportion of drilling, by dint of which, *and with a little other assistance*, he brought the ship into that state of (shall I say) discipline, that I never witnessed any thing like it.”

In April, 1806, Captain Corbett was superseded, off Cadiz (on his return from an unauthorised trip to the West Indies), by the late Captain *John* Stewart, whose manner of treating his officers and men was such, that “he could command their every nerve, fibre, and faculty, to the very gates of death.”

In March, 1807, the *Seahorse*, after having been thoroughly refitted at Sheerness, was ordered again to the Mediterranean; but, while beating through the Straits of Dover, in a thick fog and strong gale of wind, she struck on the Varne shoal, owing to a mistake of the master, and knocked off her false keel and rudder. In endeavouring to save the latter, Captain Stewart and Lieutenant Bennett were both considerably bruised by the snapping of a hawser, with which they were trying to hang it. Having beat over the shoal, the ship was brought up for the night with three cables an-end; and next morning, the wind being then to the northward, she worked back to the Downs, with a gun-brig and pilot-boat

---

\* See Suppl. Part III. p. 41.

in tow to steer by, keeping pace with, and going as fast to windward, as the Clyde frigate, and several crack vessels of the Boulogne squadron. Having fitted a temporary rudder in the Downs, she proceeded from thence to Plymouth, where all her defects were made good, and from whence she finally sailed for the Mediterranean, with a fleet of merchantmen under her protection.

After touching at Malta and Messina, the Seahorse joined Lord Collingwood, near the entrance of the Dardanelles, and found Sir Arthur Paget (who had been sent out on an embassy to Constantinople, after Sir John T. Duckworth's failure), making an unsuccessful effort to restore peace between Great Britain and Turkey. In August, 1807, Captain Stewart was despatched to examine the ports in the Cyclades; to report as to their capacity, means of refreshment, &c.; and to offer such of the islands as had shipping, and where commerce might be introduced, every facility for carrying on a trade with Malta. On the 15th Nov. following, he wrote to a friend as follows:—

“I have been very busy chasing vessels of all descriptions, and, of course, too much engaged to think of writing—it is only to-day that we are quite idle, and nearly becalmed. After staying about a week with the fleet at Imbros, Lord Collingwood moved us all over to Tenedos, as it was near the season when we might expect southerly winds, and that island afforded better shelter than the other. Sir Arthur Paget went at the same time in the *Thetis*, with a flag of truce, to get a final answer from the Turks, and returned on the fourth day, when war seemed perfectly certain. Lord Collingwood determined to sail with half the fleet, and ordered me to proceed again through all the Cyclades, to put all their governments into the hands of the old Primates; and to drive from amongst them all the vessels that had been privateering under the Russian flag, but who, being Ionian islanders, now lived on the defenceless inhabitants, and in short were pirates. I sailed on this service, Sept. 17th, and continued going from island to island until the middle of October, by which time I had nearly put them all in order, and had effectually performed the last part of my instructions; for as soon as I made known, by a circular paper, the service I was come upon, it spread like wild-fire—the Greeks finding it to be their interest to frighten the banditti; and though I only remained three days at Miconi, where I published the paper, I found that the Ionians had every where got on board their vessels, and had set off as fast as they could, after having committed the greatest devastation in several islands.”

Captain Stewart was subsequently left as senior officer in the Archipelago, where he took three prizes, one of which was a xebec mounting six guns, and destroyed many small vessels; "but," says he, in a letter from Malta, dated April 11th, 1808, "it seems labour in vain: we have a new way with the Turks. Our officers are ordered in every way to destroy and annoy their trade, but the Admiralty Courts are not directed to condemn; so they put us in the light of pirates, and will not publicly avow their hostility. All the cargoes brought in here are rotting unsold."

About this period, a band of Epirots, who had been in the pay and service of Russia previous to the peace of Tilsit, being left by Vice-Admiral Siniavin at the mercy of their former masters, took possession of two islands near the Gulf of Salonica, from whence, with large boats, they laid the coast, as far as the Dardanelles, under contribution, and made prize of all vessels going to Constantinople. The tribute from these parts of the Ottoman empire, being principally paid in corn, was thus intercepted, and the Turks having no force outside of the Dardanelles sufficient to crush this nest of pirates, made application to Captain Stewart, to know whether he would interfere with any squadron sent for that purpose?—to which he replied, that he should repel by force any ships attempting to come out. The Capitan Pacha was not, however, ignorant of the British force in the Ægean sea; and being anxious to suppress the Epirots, he sent a squadron of two frigates, two corvettes, two mortar-vessels, and some xebecs, for this purpose. On the approach of the Turks, the pirates despatched one of their chiefs with the intelligence to Captain Stewart, then at the island of Syra, who immediately weighed, and proceeded in search of the enemy; the chief and three of his men remaining, at their own request, on board the Seahorse.

"In working to the northward amongst the islands," says Captain Stewart, "I found the consternation of the Greeks general: from each place I received accounts of the Turkish ships being out, and most of these accounts exaggerated. As I knew that whatever the enemy's force was, it would be certainly much superior to my ship, I devised in my head most of the cases likely to arise; and determined, if the disparity



was not excessive, to attack them ; and if they were under sail, to do so in the night. I felt my situation critical. I was alone and could not get assistance for some time. If I were driven out of the Archipelago, the whole of the islands would be instantly overrun by the Turks, and our character and influence suffer in consequence. On the contrary, if I could strike a blow on the first that came out, it would give them an earnest of what the British could do ; it might possibly prevent the rest from coming out, and would certainly exalt our character with the Greeks, especially if it saved their islands from pillage. A pretty good judgment may be formed of my feelings when I got sight of two Turkish men-of-war, between the islands of Scopulo and Killidroni. It was a fine morning when we saw them ; we were standing towards Sciatho. I could not think how they came there, as I had only that day (July 5th, 1808) been positively assured by a polacre, that the Turkish squadron was still at Sciatho ; I feared they might be line-of-battle ships coming to reinforce the others, and was distressed at the thought of it. They passed to windward of the island, and we worked up towards it. In the afternoon there suddenly came on a strong north wind : I continued snug under the island, knowing they would come to leeward of it before night, if they could not get to Sciatho.

“ I was walking the deck with much anxiety when, at half-past six, a large frigate, with fifteen ports on a side, was observed coming through the passage between Scopulo and Killidroni. Then followed a smaller ship, with thirteen ports on a side ; and then a galley. This seemed to be within my compass. I knew my crew to be brave active men, and purposely kept from engaging the enemy until dark, when I judged we should have a greater advantage in manœuvring.”

The brilliant result of the Seahorse's night action with this Turkish force is thus officially described by Captain Stewart, in a letter to Lord Collingwood, dated off Skiro, July 6th, 1808.

“ The action began at half-past nine, the Turks going a little off the wind, under easy sail, and continually endeavouring to run us on board ; indeed I early saw that their chief attention was directed to this object, and as the largest ship appeared of great force and full of men, I kept the Seahorse in a position not to be boarded. At ten o'clock, observing a good opportunity of more particularly attacking the small ship to advantage, we dropped alongside of her, and after a quarter of an hour's hot fire, at half pistol-shot distance, her fire having totally ceased, we left her in a state of the greatest distress and confusion, with her sails mostly down, and just before she had partially blown up forward. By this time the large frigate, which, from having fallen a little to leeward, had not

been able to assist her consort, had again got pretty close up, and the action between us soon recommenced; but so obstinate was the resistance of the Turks, it was not till a quarter-past one we rendered her a motionless wreck. As they now would neither answer nor fire, I conceived it most prudent, knowing the character of the people, to wait for daylight to send on board her. At daylight, observing her colours upon the stump of the mizen-mast, we poured a broadside into her stern, when she struck, and I had the pleasure to take possession of the *Badere Zaffer*, a very fine frigate, of the largest dimensions, carrying 52 long brass guns, 24-pounders on the main-deck, except two, which are 42-pounders, and 12-pounders on the quarter-deck and fore-castle. She had a complement of 500 men, and was commanded by Scanderli Kichuc Ali, who, I am informed, was only prevented by his own people from blowing her up. Her loss in killed and wounded is prodigious, 165 killed and 195 wounded; ours comparatively small, five killed and ten wounded. Our mizen-mast fell soon after the action, which is the greatest injury we have sustained. The other ship was named the *Alis Fezan*, carrying 24 brass 12-pounders and two mortars, commanded by Daragardi Ali, with a complement of 230 men. I understand they took most of the men out of the galley before the action, and sent her away.

“Having now, my Lord, given you the details of this affair, there only remains the pleasant office of recommending to you the officers and ship’s company, who, during a tedious night action, where much depended upon working the sails as well as the guns, behaved in a manner to command my utmost gratitude. The disparity of force, with the loss sustained by the enemy, will prove the greatness of their exertions; to which I shall add, that thirty men were absent from the ship. Mr. Downie, the first lieutenant, is an officer of merit, ability, and experience, and I beg strongly to recommend him to your Lordship’s protection for promotion. Mr. Lester, master’s-mate, who has passed, is also very deserving of promotion. Thomas Hubby, gunner’s-mate, and an excellent man, acted as gunner; and, from his conduct, is very deserving of such a situation.

“I am now proceeding with the prize for any port I can first get into among the islands, as it is with difficulty we can keep her above water.

(Signed)

“JOHN STEWART.”

Just as Captain Stewart was about to renew the action with the *Badere Zaffer*, after silencing her consort, a man in the main-top of the *Seahorse* hailed the quarter-deck and exclaimed, “the little frigate has given three rolls, and gone to hell, Sir!” A marine also reported having seen her go down; and this was the last time that mortal eyes ever beheld the *Alis Fezan*.

The *Seahorse* mounted thirty long 18-pounders (two of

which were brass guns taken on board at Messina, in lieu of her four 9-pounders) and twelve 32-pounder carronades, with an established complement of 281 officers, men, and boys, of whom, as Captain Stewart states, thirty were then absent. The *Badere Zaffer* had on board, including part of the galley's crew, 543 men of every description. The British frigate measured 998 tons, her principal opponent nearly 1300, and the *Alis Fezan* about 730. The superior officers of the *Seahorse* at this period were Lieutenants George Downie, Thomas Bennett, and Richard Glinn Vallack; Mr. Thomas Curtis, master, and Lieutenant John Cook, of the royal marines.

On the 9th July, the *Seahorse* and her prize anchored in the harbour of Miconi; the Turkish prisoners having worked at the pumps, on being promised their liberty. From thence they had a good passage to Malta, where Captain Stewart had just completed the refitment of his own ship, when he heard that a British Ambassador was come to Palermo, on his way to Turkey, but doubted, after hearing of the late action, how to proceed. Captain Stewart immediately volunteered to go over to him, and he soon determined to sail for the Dardanelles in the *Seahorse*.

This diplomatist was Mr. Robert Adair, who in consequence of some important information, obtained by Captain Stewart, respecting the state of affairs in Turkey, had been sent out from England to renew the negotiations with the Porte; and who thus speaks of the *Seahorse's* action:—

“ This event happened a very few days before my arrival at Palermo; and I confess that, on a first view, I could not but consider it as extremely embarrassing. It was impossible to judge, either what change so desperate an encounter might not produce on the pacific dispositions of the Turks; or whether the encounter itself might not rather have been occasioned by a previous alteration in those views; and this embarrassment, coming in addition to what I had also just learned, of a fresh revolution in Constantinople, in which the Sultan, to whom I was accredited, had been deposed, and most of the ministers supposed to be friendly to us had been put to death, caused me to hesitate, for a moment, as to the course most proper to be pursued. From any apprehensions, however, as to the bad effects likely to result from Captain Stewart's vigorous proceeding, I was relieved on my first interview with him. Indeed I soon found that, in one sense, it was likely to assist rather than impede my negotiation: as, besides the



benefit of the example, it enabled me to ascertain the true character of the revolution which had just happened, and which at first sight appeared fatal to my mission.

“ Having embarked on board the Seahorse, on the 3d of September, we proceeded to Tenedos, and remained there until the arrival of a Turkish plenipotentiary to open the conferences with me; and then removed to Barbieri bay, an anchorage between the first and second line of castles which defend the Straits. During our stay at Tenedos, I thought it advisable, although the negotiation had not yet commenced, that the Turkish trade, which at this time was carrying on with considerable activity, should be suffered to pass unmolested to the capital. Captain Stewart acceded without hesitation to my wishes, and, by this act of disinterestedness, helped to keep alive, and to confirm the prevailing good humour of the Divan; a service the most essential, as it afterwards turned out,—for on the very day preceding my first conference with the plenipotentiary, another insurrection took place at Constantinople, and was followed by the death of the deposed Sultan, the slaughter of ten or fifteen thousand Turks, and the burning of a third part of the city. In this, as in the whole of his previous conduct, I conceive myself greatly indebted to Captain Stewart, for the success of the negotiation entrusted to me.”

The treaty of peace between Great Britain and Turkey was signed on the 5th of January, 1809; after which the Seahorse proceeded to Constantinople, and remained there nearly three months, at the express desire of Mr. Adair, who required Captain Stewart's assistance in several things he had to settle with the Ottoman Government; particularly to assist at a conference that was held, on the 23d March, relative to a proposed co-operation in case of a war between Russia and the Grand Seignor. During his stay at Constantinople, Captain Stewart and his officers were treated with marked civility by the Turks, which, as he had almost the whole conduct of the war against them, he attributed to his having personally well treated all their countrymen whom he had taken prisoners. The Seahorse subsequently visited Smyrna, for the purpose of seeing that the British Factory was re-established, and then returned to Malta, where her captain received two letters from Lord Collingwood, of which the following are extracts:—

“ Notwithstanding the high opinion I have ever entertained of the excellent discipline and order which are established in the Seahorse, and the firmness and enterprise which are manifest in every service on which

she is engaged; yet I cannot sufficiently express my admiration of the result of this action, against a force so much superior, and which can only be attributed to the eminent skill with which it was conducted. The exertions of the officers and ship's company deserve every regard. I beg you to accept my sincere congratulations on your success."

"I am commanded by the Lords Commissioners of the Admiralty to express to you, the high sense they entertain of your meritorious conduct in that encounter. The ability with which it was conducted, and the success which ensued, have given their lordships a satisfactory proof that the skill, bravery, and discipline of British seamen and marines, when guided by officers of enterprise and talent, are irresistible. It is their lordships' directions, that you make known to the officers and ship's company of the Seahorse, their approbation of their zealous and gallant conduct:—a conduct so in unison with the high character which British seamen have on all occasions maintained in their country's service."

About the same time, Captain Stewart received a letter from Lord Mulgrave, then presiding at the Board of Admiralty, wherein his lordship expressed great satisfaction at transmitting him the naval medal which accompanied it, "as a mark of His Majesty's gracious approbation of the skill and gallantry that had been displayed by him on the 5th July, 1808, and added:—

"The best testimony that I can bear of the sense which I entertain of the distinguished service of that day, will be found in the enclosed list of promotions, which the Admiralty have made in the several ranks on board the Seahorse."\*

The Seahorse was subsequently employed in cruising between Corsica and the coast of Italy. On the 10th May, 1809, Captain Stewart reported to Lord Collingwood, "the destruction of the enemy's forts on the small islands of Gianuti and Pianoza, in which services great gallantry appears to have been displayed by the officers and men who were employed under the directions of Lieutenants Bennett

\* Lieutenant George Downie, to the rank of commander; Mr. William Lester, to be lieutenant of the Seahorse; and Thomas Hully, to be a gunner. Mr. George Flintof, purser, and the boatswain and carpenter, noted for appointments to ships of a higher rate. Captain Downie was killed in action with the American flotilla on Lake Champlain, Sept. 11th, 1814. See Suppl. Part IV. pp. 95—102.

and Pearse," the latter belonging to the Halcyon sloop of war. "One private marine, of the Seahorse, only was killed, and another wounded\*." On the 21st June his lordship wrote to Captain Stewart as follows:—

*“ Ville de Paris, June 21st, 1809.*

“Dear Sir,—I am quite aware of the meritorious conduct of your first lieutenant upon all occasions, as well from my own observation as by your frequent communications to me of services performed by him, and I sincerely hope that the Admiralty will promote him as a reward for his late gallant conduct at Pianoza; but should that not be the case, I will, as I promised, take him into this ship the first vacancy which may occur, for the purpose of making him a commander, whenever an opportunity may be afforded me for doing so. This will secure to him a ship, as well as promotion. Believe me, with great truth, dear Sir, Yours very sincerely,

(Signed)                      “COLLINGWOOD.”

*“ To Captain Stewart, H. M. S. Seahorse.”*

On the 5th Nov. 1809, Lord Collingwood informed Captain Stewart that the Board of Admiralty had been pleased to express their high approbation of the conduct of his then first lieutenant, and of all who were employed in the boats under that officer's command.

From this period we find no particular mention of the Seahorse until the summer of 1811, when she conveyed Lord Amherst and his family from Palermo to England, and narrowly escaped another thump on the Varne shoal, which was only avoided by Lieutenant Bennett accidentally going on deck before day-light. She was soon afterwards paid off at Woolwich, on which occasion Captain Stewart addressed the following letter to Lord Mulgrave's successor:—

“Sir,—I feel it my duty to write to you, to recommend Mr. Thomas Bennett, first lieutenant of H. M. ship Seahorse, who is one of the best officers in His Majesty's service, and very deserving of promotion, as well for his general merits as for particular services performed by him. He was second lieutenant of the ship in the action with the Turkish squadron. He headed the men who stormed and took the island of Gianuti, destroying the forts and taking the garrison prisoners. He commanded the party which took the island of Pianoza and its forts, with a garrison of upwards of 100 men, after shewing great judgment in conducting his people, and

---

\* London Gazette, Sept. 1809.



fighting upwards of four hours before the enemy surrendered. For these and other services, he was strongly recommended to Lord Collingwood, who knew, acknowledged, and would, no doubt, have rewarded them. I feel very confident that I do not exaggerate in my recommendation of him, and I have the honor to be, &c.

(Signed) "JOHN STEWART."

"To the Right Hon. Charles Yorke,  
&c. &c. &c. \*"

On the 22d Jan. 1812, Lieutenant Bennett was appointed first of the Crescent 38, Captain John Quilliam, then stationed in the Baltic, but afterwards employed in convoying a fleet of merchantmen from Cork to Halifax and Newfoundland. In that ship, he assisted at the capture of the American privateer schooner Elbredge Gerry, pierced for 14 guns, with a complement of 66 men, Sept. 16th, 1813.

With the exception of this solitary capture, the Crescent, although one of the very best-sailing frigates in the British navy, did literally nothing against the enemy; her captain seemed to have an antipathy to making prize-money, and a sort of horror at the idea of gaining a medal. Under these circumstances, Lieutenant Bennett considered that she would never make him a commander, and he therefore, *being very unwell*, got surveyed and invalided; not, however, until he had applied for a court-martial upon himself, in consequence of some assertions, which Captain Quilliam, in the exuberance of his fancy, had publicly made to him. The desired investigation was refused at that time, as no representation, reflecting upon him, had then been made by his captain to the commander-in-chief. On his return to England, as passenger in a merchant vessel, he found that he had been promoted on the 15th June, 1814, and, by way of set-off, that a court-martial was ordered to try him upon charges founded on representations made to Sir Richard Goodwin Keats by Captain Quilliam, after he had quitted the Newfoundland station. The charges were, that he had beaten the captain's boy; that he had given as a toast, at the gun-room table, "Damnation to the captain;" and that he had not maintained proper discipline and regularity while serving on board the Crescent.

\* Captain Stewart died on the 26th Oct. 1811.

Captain Quilliam had by this time arrived at Spithead, and subpoenaed the whole of his officers and crew as witnesses, together with most of the merchants of St. John's, Newfoundland, several gentlemen holding civil appointments, and many military officers stationed there. This occasioned a reference to the Admiralty, as to the means of procuring the attendance of all these witnesses; and, Captain Quilliam's aversion to the trial going on, and his fear for the probable issue, being manifest, their lordships thought proper to direct the court to proceed in examining those already on the spot, amounting to more than 300 persons, at least one-third of whom had been impressed by their late first lieutenant, and some of whom, it might have been supposed, would be found to convict him, if guilty of any of the alleged offences.

The court accordingly assembled on board the *Crescent*, Sept. 3d, 1814, and Captain Quilliam, who pertinaciously refused to prosecute, was called upon as principal evidence. His answer to the very first question astonished every one present.—“Have you any thing to allege against the prisoner, and what?” enquired the court. “Nothing whatever,” replied he; “for although I have had complaints of him, they were not of that nature to call for a court-martial!” The president, Rear-Admiral Foote, here remarked to the other members of the court, that, “if the captain of the ship stated this much on oath, it was sufficient;” but the prisoner urged that they were ordered to try him for his conduct, for nearly three years; and although decidedly illegal, as far as regarded any thing prior to the last twelve months, he preferred having it laid open, and thoroughly investigated. The court then decided to proceed; and next day, being pretty well tired of the business, adjourned to the *Gladiator*, in Portsmouth harbour. All the officers of the *Crescent*, and their servants, as well as many of the ship's company, were examined, but not one among the whole could bring forward a single instance of insubordination, or of unseamanlike or ungentlemanly conduct, on the part of the accused. Some of the witnesses were hardy enough to make comparisons

between him and their captain, not very much to the advantage of the latter. On the third day, the prisoner made a short, but unnecessary defence, and the sentence pronounced was,—“ That the charges had not been proved against the said Captain Thomas Bennett; that no blame whatever was imputable to him for his conduct while serving as first lieutenant of H. M. S. Crescent, but that *the imputations against him were unfounded and vexatious*. The court did therefore adjudge him, the said Captain Thomas Bennett, to be *fully acquitted*.”

We must not omit to mention, that the subject of this memoir had previously preferred several charges against Captain Quilliam, one of which was—“ neglect of duty in not doing his utmost to come up with a ship supposed to be an enemy's frigate.” Suffice it to say, that Captain Bennett, with others, thought his charges had been proved (although one of the principal evidences for the prosecution had been provided with money, and permitted, by Captain Quilliam, to absent himself before the trial commenced); but, possibly from the supposition that they originated in a wish to re-criminate, or on some such ground, Captain Quilliam was *acquitted*;—not, however, with any *softening* qualification.

On the 2d July, 1819, Captain Bennett was appointed to the *Cygnets*, a new 10-gun brig; and in the following month, he had the honor of dining with his late Majesty, then Prince Regent, on board the Royal George yacht, at Spithead.

The *Cygnets* first cruised on the Irish station, but was subsequently sent to St. Helena, where she continued with the squadron under Rear-Admiral Lambert, until the death of Napoleon Buonaparte, when she carried despatches to the Isle of France, and then joined Commodore Lillierap at the Cape of Good Hope.

Since the publication of the latter officer's memoir (in Suppl. Part II.), a circumstance has been made known to us, with which we were not at that time acquainted. The boats of the *Cygnets*, it appears, were the *first* to go to the assistance of the Hon. East India Company's extra-ship *Albion*, and were of *equal* service with those of the *Hyperion* frigate, in



rescuing that valuable merchant vessel "from the situation of extreme peril in which she was placed, on the 10th June, 1822, when, in a strong gale of wind, she broke from her anchorage in Simon's Bay, and drove to within the distance of a few fathoms from the rocks;" for which service, supposing it to have been performed under the personal directions of Commodore Lillicrap, *who was then residing on shore*, and by the boats of the Hyperion alone, the Hon. Court of Directors presented the commodore with "500*l.*, for the purchase of a piece of plate, as a token of the Court's appreciation of *his* meritorious conduct upon this occasion;" and voted a further sum of 500*l.* "to the officers and seamen of His Majesty's navy, *who were employed in rendering assistance to the Albion*, whereby so many lives, and so much valuable property, were preserved from imminent danger;" the latter sum to be divided proportionately with Commodore Lillicrap's estimation of their respective services, but not one shilling of which was awarded by him to the officers and men of the Cygnet, whose commander, *being on board his vessel at the time*, personally sent them to assist the Albion.

The Cygnet was lying in Table Bay at the commencement of a tremendous N. W. gale, during which she had as narrow an escape from destruction as any ship or vessel ever experienced.

On the 10th July, 1822, at 1-30 A. M., the Sarah, a free trader of about 900 tons burthen, deeply laden with a valuable cargo, parted one anchor, swung nearly into the hawse of the little ten-gun brig, and appeared to ride exceedingly heavy; the storm, which had been gradually increasing ever since the morning of the 9th, then blew with great fury; and the Cygnet, pitching bowsprit under, was taking green seas fore-and-aft. Captain Bennett, although very ill at the time, was fortunately on deck, and directed the whole of the larboard chain-cable to be instantly veered away. Shortly afterwards he observed the Sarah in great confusion, and heard the whole of her crew hailing together; but owing to the violence of the gale, it was impossible to understand what they were so anxious to communicate, She had

sprung a leak forward, which her pumps could not keep free, and it appeared impossible to save her from foundering. Mr. Alexander Simmonds, boatswain of the *Cygnets*, contrived to get alongside in a boat, and returned with information that she was actually going down at her anchor. The boat was sent back with directions to her to slip, and endeavour, by a spring, to cast her head inshore, as the only chance of getting into shallow water, and saving some part of her cargo; but, in a few minutes, the crew hailed again to say she was sinking fast. They then began to loose their top-sails, and the *Cygnets*'s situation became perilous in the extreme; the *Sarah* being still nearly in her hawse, and almost water-logged, and a tremendously high sea rolling into the bay, accompanied with a heavy ground swell. The preservation of the little "*tenny*," one of a much calumniated class of vessels, now depended entirely on the ability of her crew to heave ahead, and allow the sinking ship to drift past her;—Captain Bennett called his men to the capstan, and in a few short, but impressive words, pointed out their situation, and that their lives depended upon their activity and exertions.—Well did they make use of their powers; for, after slipping the larboard cable, they hove the brig ahead against one of the heaviest gales ever witnessed, and a sea that was almost sufficient to drown such a vessel, without forcing her against it. The *Sarah* had by this time cut or slipped her cable, and was rolling, an unmanageable log, towards the *Cygnets*, her gunwales level with the water, and her topsails split to pieces; but by the exertions of the chief-mate, whose coolness, fortitude, and presence of mind, in such extreme danger, are beyond all praise, her fore-tack was hauled on board, and the wind having, at that moment, providentially shifted about two points, her head paid off, and she went past at the distance of not more than half her length. In a few minutes more, she gave a heavy lurch and disappeared. Captain Bennett heard the cries of her crew, and, fortunately for most of them, he had anticipated what would occur;—two light boats, under the command of Mr. Robert Lee Stephens, whom he had sent to attend the *Sarah*, and with orders to

stick by her, succeeded in saving all the crew, except four persons.

This danger past, Captain Bennett endeavoured to heave in the larboard cable again; but when it came up to the bows, some part of the hawser was found twisted round the chain, which prevented it coming in-board. The hawser soon parted, and the boatswain, who, after being slung by Captain Bennett himself, had obstinately persisted in going over the bows without a rope round his body, was knocked overboard by the end of the chain, and drowned before any assistance could be given him. As day-light broke, the bay presented a scene of devastation. All the shipping had signals of distress flying, having lost anchors and cables; several boats were drifting about, upset; two fine brigs were on shore; the Madras, a large merchant ship, which had parted her cable on the 9th, was riding in the surf near them; and the unfortunate Sarah lay bottom up in the N. E. part of the bay.

It is worthy of remark, that the commander of the Sarah, now a Brazilian commodore, had very recently been pointing out to Captain Bennett the great danger of lying in Table Bay at that season, and the certainty, as he thought, of a small brig like the Cygnet foundering, should she be caught there in a heavy north-wester. At the same time, he directed Captain Bennett's attention to the majestic appearance of the Sarah; spoke much of her patent cables, patent anchors, &c. and consoled him with the remark, that in the event of any thing happening to the Cygnet, the Sarah would be near to render assistance. Poor man! he little thought how soon his ship, which was not insured, would need the like from that humble little "tenny." Captain Bennett subsequently received a letter from him, of which the following is a copy:

*"Morrison's Hotel, Cape Town, 15th July, 1822.*

"Sir,—It would be an injustice to my own sentiments, did I not seize the first leisure moment my late calamity has spared me, to express to you in this way, as I have already had the honor of doing personally, the high sense of gratitude I feel at the humane, prompt, and effective succour you bestowed on my ship at a moment when your own was placed by her in a critical and perilous situation.



“ I trust, Sir, that you will also permit me the gratification of impressing on your attention, the admirable manner in which Mr. Stephens, the officer appointed by you to that dangerous duty, fulfilled your intentions and orders, at the risk of his own life and those of your boats' crews. His humanity, presence of mind, and cool courage, were the cause of preservation to the many lives that were saved—these qualities were equally and eminently conspicuous during a scene the most appalling and afflicting that can be imagined.

“ The conduct of your gig's crew on this unhappy occasion has no doubt been reported to you; it is sufficient for me to observe, that they amply and efficiently seconded their commander.

“ I cannot close my letter without expressing my regret at the loss of your boatswain, a meritorious seaman, of whom, I am given to understand, you had a high opinion, and whose life appears to have been sacrificed to his too great negligence of personal safety while in the discharge of his duty. I have the honor to subscribe myself, with sentiments of the highest respect, gratitude, and esteem, Sir, your most obedient and devoted servant,

(Signed) “ JAMES NORTON, late commander of the ship Sarah.”

The first lieutenant of the *Cygnets* was on shore during this terrific gale; and the acting second lieutenant, Mr. Charles Brand, [who has written an article on the subject of her “ narrow escape,” for the “ *United Service Journal*,” wherein he somewhat strangely describes himself as “ her commanding officer,” at the time, although he admits, that “ to Captain Bennett's judgment as a seaman and an officer is every merit due for saving his brig,”] had only just joined her from a midshipman's berth. Mr. Robert Lee Stephens, the gentleman whose conduct is so highly eulogized by Mr. Norton, has since obtained the rank of lieutenant.

The *Cygnets* subsequently accompanied Commodore Nourse to Madagascar, Zanzibar, Delagoa Bay, and along the eastern coast of Africa; after which she made two trips to Ascension, with stores for that island, and touched at St. Helena on her way to England. She was paid off in the spring of 1823.

Commander Bennett's next appointment was, April 30th, 1827, to the *Trinculo* of 18 guns, in which sloop he served on the Irish station, under the orders of Rear-Admiral Plampin and his successor, the Hon. Sir Charles Paget, until promoted to the rank of captain, Sept. 16th, 1828.

This officer married, Nov. 16th, 1815, Sarah, eldest daughter of W. Watkins, of Hereford, Esq. and has issue two sons and three daughters. His eldest boy, Edward Watkins Bennett, served as volunteer of the first class on board the *Trinculo*, under his command.

Captain Bennett's sister is the wife of the Rev. Walter Williams, of Brecon.

*Agents*,—William M'Inerheny, Esq.

---

### PETER RICHARDS, Esq.

OBTAINED his first commission on the 12th Dec. 1807; served as a lieutenant of Lord Exmouth's flag-ship at the battle of Algiers; and was rewarded for his distinguished bravery on that memorable occasion by promotion to the rank of commander, Sept. 16th, 1816. His next appointment was, Oct. 20th, 1826, to the *Pelorus* sloop, which he continued to command, on the Mediterranean station, until advanced to the rank of captain, Sept. 17th, 1828.

*Agents*,—Sir F. M. Ommanney and Son.

---

### ROBERT WHITE PARSONS, Esq.

WAS made a lieutenant on the 11th April 1806; and commanded the boarders of the *Diana* frigate, Captain William Ferris, at the capture of the French national brig *Teaser*, near the mouth of the Gironde, Aug. 25th, 1811. He subsequently served in the *Armada* 74, Captain Charles Grant, and *Boyne* 98, bearing the flag of Lord Exmouth. On the 7th Nov. 1816, he was promoted to the rank of commander; and in July 1825, appointed to the *Dispatch* sloop, fitting out for the Irish station, where he captured a smuggling lugger, under French colours, with 400 bales of tobacco on board. His commission as captain bears date Nov. 11th, 1828.

*Agent*,—J. Copland, Esq.

---

## HENRY GOSSETT, Esq.

PASSED his examination at Plymouth, in the summer of 1815; obtained his first commission on the 30th Dec. 1816; and subsequently served as lieutenant of the Harlequin 18, Captain Charles C. Parker; Hussar 46, Captain George Harris; and Pylades 18, Captain George V. Jackson, on the Cork and Jamaica stations. In 1828, he successively commanded the Espiegle and Slaney sloops, employed in the West Indies. His promotion to the rank of captain took place Jan. 1st, 1829.

## ABRAHAM CRAWFORD, Esq.

WAS made a lieutenant Nov. 25th, 1807; commander Mar. 23d, 1815; appointed to the Grasshopper sloop, fitting out for the Jamaica station, Dec. 8th, 1827; and promoted to the rank of captain, in the Magnificent, receiving ship, at Port Royal, Jan. 5th, 1829. He returned home from the West Indies, in the Herald yacht, April 3d, 1829; and married, in Jan. 1831, Sophia, daughter of the Rev. J. Mockter, of Rockville.

*Agent*,—J. Copland, Esq.

## HON. WILLIAM WELLESLEY.

SON of Lord Cowley, H. M. late ambassador at the court of Vienna, by Lady Charlotte, second daughter of Charles, first Earl of Cadogan. He was made a lieutenant into the Weazle sloop, Commander Richard Beaumont, on the Mediterranean station, Oct. 3d, 1825; appointed to the Cambrian frigate, Captain Gawen W. Hamilton, C. B., Jan. 13th, 1826; to act as commander of the Rose sloop, shortly after the battle of Navarin, at which he appears to have had a trifling share; promoted to the command of the Weazle,



Jan. 2d, 1828; removed to the Wasp sloop, on the 13th May following; and advanced to the rank of captain, Feb. 17th, 1829.

### GEORGE HAYE, Esq.

WAS made a lieutenant in Aug. 1808; and commanded the barges of the Cerberus and Active frigates, at the capture of four Venetian trabaccolos, under a heavy fire of musketry from the soldiers quartered at Pestichi, on the N. E. coast of Italy, Feb. 3d, 1811. A few days afterwards he commanded the launch of the Active in another gallant affair, under the town of Ortano, as will be seen by the following extracts of an official letter written by Captain Henry Whitby, of the Cerberus:—

“ Feb. 13th, 1811.

“ On the morning of the 12th instant we discovered several vessels lying under the town of Ortano; and as the wind was light, the boats of both ships were despatched, under the orders of Lieutenant (James) Dickinson, first of the Cerberus, to bring them out if practicable. On the near approach of the boats to the vessels, a fire of great guns and small arms was instantly opened from an armed trabaccolo, and soldiers posted on the beach and hills commanding the bay; our boats formed in close order, gave three hearty cheers, and in a few minutes cleared all before them, the men from the vessels and the troops on shore running in all directions.

“ To prevent any annoyance whilst the prizes were bringing out, Lieutenant Dickinson landed with the marines embarked in the Active, and a division of small-arm men, taking a strong position on the hills, and planting the British flag at the very gates of the town, whilst the launches, under Lieutenants Haye and Campston, with the barge of the Active, under Mr. James Gibson, master's-mate, were employed in covering them with the carronades. This judicious and advantageous movement was of the greatest service to those employed at the sea-side, as it kept the soldiers and inhabitants, who had collected in great force, in check, and allowed the work which had been so ably undertaken, to be most fully completed; as in addition to the convoy, consisting of ten sail, (under the trabaccolo armed with six guns) which was found in the harbour, laden with grain, oil, &c. two large magazines filled with all sorts of naval and military stores, destined for the garrison of Corfu, was most completely

destroyed by fire ; and I feel convinced the enemy will suffer most severely by this capture, as they must have been some time in making so large a collection. \* \* \* \* \* I have much pleasure in adding, that our loss has been only four wounded ; and when it is considered that they were exposed to a teasing fire from the bushes and houses, for five hours, it will I trust, be thought trifling in comparison with the annoyance the enemy have received. \* \* \* \* \* No language I can make use of is strong enough to express the zeal and conduct of every person concerned."

On the 13th Mar. following, Lieutenant Haye was severely burnt on board the French prize-frigate *Corona*, taken the same day by a squadron under Captain William Hoste, near Lissa \*. On the 27th July, though then still an invalid, he very handsomely volunteered to assist in an attack upon twenty-eight vessels, lying in a creek near the island of Ragosniza, and laden with grain for the garrison of Ragusa †. On the 29th Nov., same year, he was slightly wounded in action with the *Pomone* French frigate, forming part of a squadron from Corfu bound to Trieste. On this latter occasion his captain, now Sir James Alexander Gordon, lost a leg ; "but," says the senior officer of the British force, "thank God he is doing well. His first lieutenant Dashwood, lost his arm soon after, and the ship was fought by Lieutenant Haye, in a manner that reflects the highest honor upon him ; his services before had frequently merited and obtained the highest approbation."

On the 19th May, 1812, Mr. Haye was promoted to the rank of commander ; but he does not appear to have been again employed previous to Feb. 1814, when he received a commission for the *Pelter* brig, in which vessel he returned home from Bermuda about July, 1815. He subsequently commanded the *Raleigh* sloop, on the Mediterranean station, where he was serving when advanced to his present rank, Mar. 4th, 1829.

---

\* See Vol. II. Part I. p. 472 *et seq.*

† See Suppl. Part IV. p. 106 *et seq.*

---

### WILLIAM FLETCHER, Esq.

WAS made a lieutenant in Oct. 1809; and wounded while serving on board the Northumberland 74, Captain (now Sir Henry) Hotham, at the destruction of two French frigates and a brig, near l'Orient, May 22d, 1812. His next appointments were,—Jan. 14th, 1813, to the Elephant 74, Captain Francis W. Austen;—Jan. 31st, 1814, to the Superb 74, Captain the Hon. Charles Paget;—April 26th, 1816, to the Royal Naval College;—and, July 17th, 1820, to the Royal George yacht, from which vessel he was promoted to the rank of commander on the 30th Nov. following. Since then he has commanded the Terror bomb, and served as second-captain of the William and Mary yacht. His advancement to the rank he now holds took place Mar. 4th, 1829.

This officer married, in 1826, Elizabeth, daughter of J. L. Luscombe, of Combe-Royal, co. Devon, Esq.

---

### RUSSELL HENRY MANNERS, Esq.

WAS made a lieutenant into the Tyne 26, Captain John Edward Walcott, on the West India station, Oct. 19th, 1822; removed to the Pyramus frigate, Captain Francis Newcombe, May 12th, 1823; promoted to the rank of commander, Aug. 16th, 1825; and appointed to the Britomart sloop, at Plymouth, Oct. 21st, 1827. His commission as captain bears date Mar. 4th, 1829.

---

### JOHN FURNEAUX, Esq.

WAS a midshipman on board the Royal George, first rate, bearing the flag of Sir John T. Duckworth, in the expedition against Constantinople, 1807. He obtained the rank of lieutenant June 13th, 1812; and was promoted to the command



of the *Cephalus* sloop, July 19th, 1814. In May 1818, he received an appointment to the *Carron* of 20 guns, which ship he lost in the Bay of Bengal, in 1820. On the 15th Sept. 1825, he was appointed to the *Hind* 20, destined to be sold in India; from whence he brought home the *Andromeda*, a new 46-gun frigate, Oct. 16th, 1829. His advancement to the rank of captain took place on the 16th Mar. preceding his arrival in England; and on paying off the latter ship, in Nov. following, his crew presented him with a sword and pair of epaulettes.

*Agents*,—Messrs. Cooke, Halford, & Son.

---

### JAMES THORNE, Esq.

Was made a lieutenant into the *Newcastle* 60, bearing the flag of Sir Pulteney Malcolm, K. C. B., at St. Helena, Aug. 5th, 1816; and appointed to command the *Hyæna* store-ship, on the Cape station, in Oct. 1817. Between these dates he had had charge of the island of Ascension. His subsequent appointments were,—Mar. 20th, 1823, to the *Genoa* 74, Captain Sir Thomas Livingston Bart.;—Nov. 5th, 1824, to the *Harlequin* sloop, Commander James Scott, then on the Irish station, but from whence she was ordered to Jamaica;—Aug. 16th, 1826, to the *Scylla* 18, acting Commander William Hobson;—and, Feb. 8th, 1828, to act as commander of the *Barham* 50, flag-ship of Vice-Admiral the Hon. C. E. Fleeming. He obtained the rank of commander Mar. 29th, 1823; and his commission as captain bears date Mar. 30th, 1829.

*Agents*,—Messrs. Maude & Co.

---

### SIR EDWARD W. CORRY ASTLEY, KNT.

Is descended from Sir Edward Astley, Bart., and son of Colonel Astley, of the first regiment of guards, Equerry to H. R. H. the late Duke of Cumberland.

This officer was born in Norfolk, Oct. 21st, 1788; and he

appears to have first embarked as midshipman on board the *Elephant 74*, Captain (now Sir Thomas) Foley, in Aug. 1800. We subsequently find him serving under Sir John Gore, in the *Medusa* frigate and *Revenge 74*, from which latter ship he was promoted to the rank of lieutenant, Aug. 11th, 1808\*. In Mar. and April 1810, he commanded a detachment of seamen landed from the *Magnificent 74*, to assist at the reduction of St. Maura, an island situated near the entrance of the Gulf of Lepanti †, and his conduct during that siege was thus officially commended:—

“ Ten of the *Magnificent’s* guns were landed, and 150 seamen, under the command of Lieutenant Astley, whose assiduous attention and activity in performing every duty entrusted to him, the General speaks of in strong terms of approbation.

(Signed)

“ GEO. EYRE, Captain, and senior naval officer in the Ionian Sea.”

At a subsequent period, Major General Sir John Oswald wrote to Lieutenant Astley as follows:—

“ I beg to assure you that I bear in perfect remembrance your very meritorious conduct during the time you served on shore with the army at the siege of St. Maura. At the time I strongly expressed to Sir George Eyre and the other several officers of the navy, the sense I entertained of the essential benefits derived from your unremitting zeal and exertions; and I shall be happy to repeat this testimony to your good conduct in any way or shape which may be most conducive to forward the objects you have in view.”

On the 14th Oct. 1811, Captain Eyre, then employed in co-operation with the Spanish patriots in Valencia, addressed an official letter to Sir Edward Pellew, of which the following is an extract:—

“ Upon my arrival off Valencia, on the 8th instant, I lost no time in assuring General Blake of my readiness to undertake any service in which I could be useful in forwarding his plans for the defence of this province; and the next day I received from his Excellency a letter containing a request that I would endeavour to relieve the castle of Oropesa, which was closely invested by the enemy, and much distressed for provisions.

“ I, in consequence, immediately proceeded thither, with three gunboats which the General had put under my command, and arrived there

\* See Suppl. Part II. pp. 477—482.

† See Vol. I. Part II. p. 719.

on the evening of the 11th, when I learnt that the castle had surrendered the preceding day, and that 2000 of the enemy's troops were in the town; a tower, however, about a mile from Oropesa, and only a short distance from the sea, had the Spanish flag still flying, and the enemy were discovered constructing a strong battery against it, within musket-shot.

"Having found means to communicate with the tower, I received a letter from the commandant, informing me, that although he had refused to capitulate when summoned the day before, it would be impossible for him to hold out many hours against such a force as the enemy had brought against him: an arrangement was in consequence immediately made to withdraw the garrison. At daybreak the following morning, the enemy opened their fire, which was returned with spirit from the tower; but it was not till near nine o'clock, when the breeze sprung up, that I could proceed in with the *Magnificent*: I then anchored as close to the shore as the situation would admit, and sent our launch and pinnace, together with the gun-boats, to bring off the garrison, which consisted of two officers and eighty-five soldiers, all of whom I have the satisfaction to inform you were, by the exertion and steady conduct of the officers and boats' crews, embarked by ten o'clock.

"The fire from the *Magnificent* kept the battery in check; but the moment the enemy perceived that the tower was abandoned, they drew down to the water-side, under shelter of a little point of land, and amongst the rocks, in great numbers, keeping up against the boats an incessant and heavy fire of musketry, from which three of our men were wounded; one of them, I am sorry to say, very dangerously.

"The officers who commanded the *Magnificent's* boats upon this occasion were Lieutenants Astley and Hiatt; and I have great pleasure in representing to you, that for every duty of danger or trouble, they have always volunteered their services; and their conduct on this, as upon every former occasion, has been very satisfactory to me, and highly creditable to themselves."

Lieutenant Astley subsequently served under Captains William Wilkinson, Charles Inglis, Sir John Louis, Bart., and William Elliot, C. B., in the *Monmouth* 64, *Queen Charlotte* 108, and *Scamander* 42, from which latter ship he was appointed acting commander of the Childers sloop, at Barbadoes, in the beginning of Sept. 1816. On his supersession, he received the following letters from the commander-in-chief at the Leeward Islands, and the physician of the naval hospital at Antigua:—

*"Antelope, English Harbour, Antigua, 1st Oct. 1816.*

"Sir,—Captain Wales having arrived in H. M. sloop *Brazen*, to resume



the command of the Childers, which you have held with so much credit to yourself during his illness, I feel on this occasion great pleasure in expressing to you the very high sense I entertain, as well of your zeal in taking charge of that sloop, at a most distressing period of disease and mortality, as of the ability you displayed in bringing her to this harbour with only fifteen hands capable of doing duty, and of your exertions since your arrival in getting her cleared and fumigated. I am, Sir, your most obedient servant,

(Signed) "JOHN HARVEY, Rear-Admiral."

"*Naval Hospital, 3d Oct. 1816.*"

"My dear Astley,—I congratulate you on your good fortune in getting the Childers cleared with so little loss of men. You ought to be particularly grateful for having escaped a disease which spared so few who came within the focus of its powers. During my servitude of seventeen years in the West Indies, I have never seen a vessel where fever prevailed to such an alarming extent. Nothing can more clearly shew how completely the brig was filled with pestilential air, than the circumstance of seven medical men sent to her assistance, one after the other, being attacked with fever, as well as every new hand who went on board of her. The men belonging to the Lord Eldon transport, who assisted her in getting into English harbour, were on her deck little more than an hour, and not suffered to go below, yet above one-third of them were attacked with the disease.

"Your having persevered under such circumstances, in clearing and purifying the vessel, I trust will meet the reward such zeal merits. Wishing you every success, I remain, &c.

(Signed) "ROBT. CRICHTON."

Some time after this, Mr. Astley, then again senior lieutenant of the Scamander, was likewise attacked with yellow fever, and in consequence obliged to be invalided, Feb. 21st, 1817. We next find him serving as first of the Bulwark 76, bearing the flag of Sir John Gore, in the river Medway, from which ship he was lent to the Royal Sovereign yacht, during the time that that vessel was employed in bringing the Duke and Duchess of Kent to England from Calais, in April, 1819. His promotion to the rank of commander took place Aug. 12th, following, on which occasion he received a very friendly letter from Sir John Gore, of which we shall here give the copy:—

"*Admiral's Office, Chatham, Aug. 24th, 1819.*"

"My dear Astley,—I most sincerely offer you my perfect congratula-

tion on your promotion, and more particularly as it has been the result of your services and professional reputation, and not from any interest or consideration for me, or with any reference to the flag.

“ You have now served under my immediate command nearly six years as midshipman, and eighteen months as senior lieutenant of my flag-ship, during the whole of which time I have carefully watched your character; and am gratified by stating, that for zeal and ability, temper and judgment; in fulfilling all your duties as an officer and gentleman, I have been most perfectly satisfied, and think myself called upon to offer you this tribute of my approbation. I wish you every possible health and happiness, and hope that you will believe me always very faithfully your friend,

(Signed) “ JOHN GORE.”

In Dec. 1819, Commander Astley was appointed Deputy-Comptroller-General of the Preventive Water-Guard service, then acting under the immediate authority of the Treasury, but transferred, in Jan. 1822, to the Board of Customs. The following is an extract from a report of survey of the coast between Seaford and Plymouth, made by a committee of the Commissioners, June 1st in the latter year :

“ We have to regret that the Comptroller-General of the Coast-Guard, Captain Shortland, was prevented by ill health from accompanying us; but we had every assistance in the course of our inspection from Captain Astley, and are happy to take this opportunity of expressing our sense of his zeal, activity, and knowledge of the service he is employed in.”

In April, 1824, Commander Astley received another handsome testimonial of his services between Dec. 1819 and July 1822, accompanied by a letter worded as follows :—

“ My dear Astley,—I have enclosed a certificate for the time we were serving together in the preventive department. I wish I could have added more in it, as I can assure you I entertain such a high opinion of your integrity, zeal, and abilities, as to entitle you to any mark of approbation our superiors might bestow on you. In all my service, I never met an officer so fully inclined and determined to fill the station allotted to him; our duties not being determined by any former rules, made it often completely out of our usual beat, still I always had your support and assistance to meet those exigencies; and whether at sea or on shore, I should always feel pleasure and confidence in having the assistance of your valuable services. Believe me always, my dear Astley, yours most faithfully,

(Signed) “ THOMAS GEORGE SHORTLAND.”

In Sept. 1825, Commander Astley transmitted to the

Committee of the Shipwreck Institution, a card of instructions for the use of Captain Manby's apparatus, together with a code of night signals to be used at the various stations where it is placed. These were perfectly approved of, and readily adopted, as appears by a letter from Thomas Edwards, Esq. secretary to the society, expressing their best thanks for the same.

On the 30th April, 1827, Commander Astley was appointed to the Herald yacht, and about the same period he received a letter from the present Comptroller-General of the Coast-Guard, of which the following is an extract:—

“ I take this opportunity, with very great pleasure, of expressing, in the strongest terms, my entire approbation of your conduct on all occasions, during the period which you have served with me in this department; and I consider myself under very great obligations to you, for the assistance I have uniformly received from you, and for the zeal, assiduity, and ability, for which you have always been remarkable. I am, my dear Sir, very sincerely yours, (Signed) “WILLIAM BOWLES.”

After his appointment to the Herald, Commander Astley was first employed in conveying his friend S. R. Lushington, Esq. to Madras, for the purpose of assuming the government of that presidency. He returned home from India, with Earl Amherst and his suite passengers, July 22d, 1828; sailed for the islands of Barbadoes and Jamaica with their newly appointed governors, Major-General Sir James Lyon and the Earl of Belmore, on board, Jan. 3d, 1829; and was again in England on the 3d of April following. His promotion to the rank of captain took place April 7th, 1829; and he received the honor of knighthood Oct. 27th, 1830. Lady Astley, to whom he was united in June, 1829, is the daughter of James Pitman, of Dunchideock House, near Exeter, Esq.

*Agent*,—J. Copland, Esq.

---

### JODRELL LEIGH, Esq.

WAS a midshipman of the Leander 50, Captain (now Sir John) Talbot, at the capture of la Ville de Milan French



frigate, Feb. 23d, 1805 \*. His first commission bears date Feb. 29th, 1808; and he subsequently served as lieutenant on board the *Dryad* 36, Captain Edward Galwey; the *Bonne Citoyenne* 20, successively commanded by Captains Pitt Burnaby Greene and Augustus W. J. Clifford; the *Spey* 20, Captain John Lake; the *Falmouth* 20, Captains Robert W. G. Festing and George F. Rich; and the *Sybille* 44, bearing the flag of Sir Home Popham, on the Jamaica station, where he was promoted to the command of the *Bann* sloop, June 12th, 1820. He returned from thence to England in the *Ontario* 18, which vessel arrived at Portsmouth, after a dreadfully tempestuous passage, in Dec. 1821. His promotion to the rank of captain took place June 2d, 1829.

*Agent*,—J. Snee, Esq.

---

### JOSEPH O'BRIEN (b), Esq.

OBTAINED his first commission in Oct. 1814; served as lieutenant on board the *Impregnable* 106, bearing the flag of Rear-Admiral (now Sir David) Milne, at the battle of Algiers; and was promoted from the *Isis* 50, flag-ship of Sir Lawrence W. Halsted, to the command of the *Beaver* sloop, on the Jamaica station, May 3d, 1826. He afterwards commanded the *Slaney* 20, in the West Indies, where he continued until advanced to the rank of captain, Aug. 8th, 1829.

*Agents*,—Messrs. Cooke, Halford, & Son.

---

### HENRY SMITH (a), Esq.

WAS made a lieutenant in July 1821; appointed to the *Genoa* 74, Captain Sir Thomas Livingston, Bart., in April 1823; to the *Fairy* sloop, Captain G. W. C. Courtenay, fitting out for the West India station, May 7th, 1827; promoted to the command of the *Ferret* brig, Feb. 3d, 1828; removed to the *Arachne* 18, in April 1828; and ordered to act as captain

---

\* See Vol. I. Part II. p. 744.

of the Magnificent, receiving ship at Jamaica, Sept. 8th, 1829. He obtained his present rank in the beginning of 1831, but his commission as captain bears the same date as the last mentioned appointment.

---

### CHARLES HENRY PAGET, Esq.

SON of Rear-Admiral the Hon. Sir Charles Paget, and nephew to the Marquis of Anglesey.

This officer was promoted, while serving as midshipman of the Royal George yacht, Jan. 3d, 1826; appointed flag-lieutenant to Rear-Admiral (now Sir Robert W.) Otway, on the 20th of the following month; advanced to the rank of commander Feb. 21st, 1828; and appointed to the Procris sloop, on the Cork station, Aug. 12th, in the same year. His commission as captain bears date Oct. 28th, 1829.

---

### STEPHEN LUSHINGTON, Esq.

*Knight of the Royal French Order of St. Louis.*

WAS made a lieutenant July 13th, 1824; appointed to the Zebra sloop, Commander Edward R. Williams, fitting out for the Mediterranean station, Feb. 5th, 1825; removed to the Cambrian frigate, Captain Gawen W. Hamilton, C. B., Dec. 7th, 1825; removed to the Asia 84, bearing the flag of Sir Edward Codrington, four days after the battle of Navarin; and appointed to the command of the Ætna bomb, May 13th, 1828. In Oct. following he assisted at the reduction of the Chateau de Morée, as will be seen by the following copies of official documents:

*“H. M. S. Asia, off Poros, 17th Nov. 1828.*

“Sir,—I have much pleasure in transmitting to be laid before the Lords Commissioners of the Admiralty, a letter from Captain Lyons of H. M. S. Blonde, detailing the attack made on the Castle of Morea, at Patras, in concert with His Most Christian Majesty’s ship Conquerant, bearing the flag of Vice-Admiral de Rigny, and the three frigates named in the margin\*, and with a division of the French army on shore, under

---

\* La Duchesse de Berri, l’Armide, and la Didon.

Generals Maison and Schneider; and describing the exertions and skill evinced by Commander Lushington, of H. M. bomb *Ætna*, and the superior judgment of Lieutenant Logan of the royal marine artillery embarked in her, in throwing the shells during the bombardment of that fortress under very unfavorable circumstances from stormy weather; and recommending the officers and midshipmen therein named \*, but more particularly Lieutenant Luckraft the senior officer of the *Blonde*.

“And I send also for their Lordships’ information, a letter which Vice-Admiral de Rigny has transmitted to me, expressive of his admiration of the conduct and exertions of the officers and crews of those ships, and noticing specially the exertions of Lieutenant Luckraft on the occasion; and I beg therefore, to recommend him strongly to their Lordships, as an old and meritorious officer. I am, &c.

(Signed) “PULTY MALCOLM, Vice-Admiral.”

“*To John Wilson Croker, Esq.*”

“*Conquerant, 31 8bre., 1828.*”

“Monsieur,—Quoique J’eusse désiré, vous transmettre mes rémerciemens par le canal de votre commandant-en-chef, je ne puis retarder de vous exprimer la haute satisfaction, que vous m’avez donné le droit de vous témoigner.

“Je me plais à reconnoître l’active, et cordiale assistance, que vous, ainsi que les officiers et marins sous vos ordres, nous ont donnée, soit avant, soit depuis mon arrivée ici, et particulièrement, dans la journée d’hier, ou les canons de la *Blonde*, et le service de la bombarde du Capitaine Lushington, ont tant contribué à abrégier la resistance du château de Morée.

“Je regarderai comme un devoir, que votre Amiral, ainsi que le gouvernement de S. M. B., soient particulièrement informés du zèle, et de l’emulation qu’ont existé, entre les detachemens de nos batimens et des vôtres, et de l’excellent exemple qui en cette occasion a été donnée, par le Lieutenant Luckraft, et les marins sous ses ordres. J’ai l’honneur d’être, Monsieur, votre très humble, et obeissant serviteur,

(Signé) “N. DE RIGNY, Vice-Amiral.”

“*Capitaine Lyons, de la frégate de S. M. B. la Blonde.*”

For their services at Patras, Captain Lyons and Commander Lushington were immediately afterwards presented with the Order of St. Louis, the same as was given to the captains engaged at Navarin. Lieutenants Alfred Luckraft, Sidney Colpoys Dacres (of the *Blonde*), and George Logan (R. M. A.), were at the same time admitted into the French Legion of Honor. On the part of the British Admiralty, however, re-

\* See Suppl. Part III. p. 387.



wards were very tardily bestowed, as neither the commander of the *Ætna*, nor Captain Lyons's first lieutenant, obtained superior rank until Oct. 28th, 1829, at which period the latter had been a commissioned officer upwards of nineteen years.

---

### EATON STANNARD TRAVERS, Esq.

THIRD surviving son of the late John Travers, Esq. of Hettyfield and Grange, both in the county of Cork (of which he was a magistrate), by Mehetabel, only daughter of John Colthurst, of Dripsey Castle, Esq. and niece to Sir Nicholas Conway Colthurst, Bart. of Ardrum, in the same county.

This highly distinguished officer is descended from Laurentious Travers, whom we find settled at Nateby, co. Lancaster, in the year 1292. Another of his ancestors was Brion Travers, who went to Ireland in 1599, as secretary to the Earl of Leicester, then Governor or Lord Lieutenant of that kingdom\*. In 1630, Sir Robert Travers, grandson of the said secretary, was Vice-General of Cork, and Judge Advocate General. He commanded a division of the king's army at a battle near Youghall, where he was slain in 1642 or 3. His wife was Elizabeth, daughter of the Primate Boyle; and by her he left issue an only son, Richard, great-grandfather of the above mentioned John Travers, of Hettyfield; and two daughters, the eldest of whom was married to William Meade of Baltmable, Esq. from whom is descended the Earl of Clanwilliam; and the second to Sir Richard Alworth, Knt. Provost-Mareschal of Munster, and ancestor of Viscount Doneraile.

Mr. Eaton S. Travers commenced his gallant career, as midshipman on board the *Juno* frigate, Captain George Dundas, Sept. 15th, 1798; and served as a volunteer in that ship's cutter, and the *Undaunted* armed schuyt, under the immediate command of Lieutenant (now Captain) Salusbury

---

\* Nateby was mortgaged by Brion Travers to a Mr. Strickland, whose descendants still possess that property; the arms of the Travers family, however, remain over the gateway.

P. Humphreys, at the capture of the Dutch national brig *Crash*, a large armed row-boat, and twelve merchant vessels, between the island of Schiermonikoog and the main land of Groningen, Aug. 11th and 13th, 1799. On the former day, whilst attacking a large armed schooner, which was obliged to run on shore, the *Juno's* cutter had one man killed; and on the latter day, the *Undaunted*, armed with only two 12-pounder carronades, was most gallantly laid alongside of the *Vengeance* schooner, mounting six heavy guns, two of them long 24-pounders, with a complement of seventy men. Fortunately for Lieutenant Humphreys and his little party, the rapidity of the tide, and the roundness of both vessels' sides prevented them from immediately boarding the *Vengeance*, as she blew up whilst they were in the act of making a second attempt. In the mean time, Lieutenant Cowan, of the *Pylades* sloop, had landed and spiked six heavy guns in a battery on the island, from whence Mr. Travers afterwards assisted in bringing off two brass field-pieces. For the above services, the commander of the *Pylades*, by whom the attacks were directed, and the senior lieutenant employed under his orders were both promoted\*.

A few days afterwards, Mr. Travers accompanied Lieutenant Humphreys to the attack of a large merchant vessel lying under a six-gun battery on the coast of Holland, where she was completely destroyed. Immediately after the performance of this service, although then only in the first year of his time, he was rewarded with the rating of master's-mate. During the Texel expedition we find him a volunteer on all occasions, particularly in an armed schuyt sent up the *Zuyder-Zee*, against the town of Lemmer, in West Friesland; which place he subsequently assisted in defending against a very superior force, as will be seen by the following official report, in which his name is honorably mentioned:—

*“ Lemmer, Oct. 11th, 1799.*

“ Sir,—I have the honor to inform you, that at five o'clock this morning, the enemy made a general attack on this town in four different parts. Their advanced party attempted to storm the north battery. We soon got

---

\* See Vol. II. Part II. pp. 234—236.

them between two fires; our tars with pikes surrounded them, and they immediately laid down their arms. Their force was one officer and thirty men, two of the latter killed. We had no sooner secured our prisoners, than they attacked us with the remainder of their force, 670 in number. Our little army did wonders; for with sailors and marines our force was only 157. We fought them for four hours and a half, when the enemy gave way in all directions: I immediately ordered the marines to pursue them. Their breaking down a bridge prevented their colours and two field-pieces from falling into our hands; but before this was effected the heavy fire from the marines had killed eighteen of the enemy, and wounded about twenty; and in their general attack they had five killed and nine wounded.

“It is impossible for me to speak too highly of the officers and men under my command. Lieutenant Wyburn, of the marines, as also Lieutenants Howel, Higginson, and Gardner, behaved with honor to themselves and credit to their country. Lieutenant Norman, of the navy, as also Messrs. Lane, Iron, Wheatly, Travers, and Petty, distinguished themselves in a most gallant manner; as did likewise the whole of the sailors and marines. It affords me great satisfaction to inform you we had not a man hurt. I am, &c. (Signed) “JAMES BOORDER \*.”

“To Captain William Bolton,  
*H. M. gun-vessel Wolverene.*”

On the evacuation of the Helder, the Juno conveyed H. R. H. the Duke of York to North Yarmouth; and after landing him there, was ordered to the Jamaica station, where Mr. Travers continued nearly six years in constant and active employment, a volunteer upon all occasions, and frequently engaged with the enemy.

Previous to the peace of Amiens, the Juno, in company with the Melampus frigate, chased a schooner into shoal water near Campeachy, where she was attacked and captured by two boats belonging to the former ship, before those of the latter could get alongside. In the act of boarding, Lieutenant Burn, first of the Juno, was killed, when the command devolved upon Mr. Travers, who soon found himself in possession of the Spanish national vessel Volante, of 12 guns and 70 men, bound to Vera Cruz, with the Viceroy of Mexico on board. The loss sustained by the Juno's boats amounted to four killed and six wounded: that of the

---

\* Commander of l'Espiegle sloop.



enemy we are unable to state, in consequence of there never having been any account of this dashing exploit published. We should here add, that whilst the Juno continued in the West Indies, Mr. Travers never returned into port from a cruise except in charge of a prize. On the 16th Mar. 1802, he followed Captain Dundas into the Elephant 74, the boats of which ship also captured many vessels, off Cape François and along the shores of St. Domingo, services in which he invariably participated. He also bore a part in a running fight between that ship and the French 74 Duguay Trouin, off Cape Picolet, July 25th, 1803.

In Oct. following, the Elephant was ordered to England; when Mr. Travers, having determined not to return home until promoted, applied to the commander-in-chief, Sir John T. Duckworth, and got removed to his flag-ship, the Hercule 74, commanded by Captain Richard Dalling Dunn. On the 30th of the ensuing month he witnessed the surrender of three French frigates, four other national ships and vessels, and twenty sail of merchantmen, at Cape François; from whence he assisted in bringing off the French army under General Rochambeau, who had surrendered by capitulation to the British blockading squadron, in order to escape the vengeance of Dessalines and his black adherents. He was also in the launch of the Hercule, under the command of Lieutenant (now Sir Nisbet J.) Willoughby, when that zealous officer rescued one of the frigates, la Clorinde 40, with 900 men, women, and children on board, from the desperately perilous situation in which she had been abandoned by all the other boats\*.

On the 31st Jan. 1804, Mr. Travers commanded a party of forty sailors, and nobly seconded Lieutenant Willoughby in

\* See Suppl. Part II. p. 120 *et seq.*, where we should likewise have stated that, after la Clorinde had been hove off, it was found absolutely necessary to get something to the rocks to cast her by; and as no boat was then near, Mr. Travers jumped overboard, at the imminent risk of his life, and swam to the shore with a line, by which he was enabled to haul thither a rope of sufficient strength for a spring. Until this was done, the ship could not be considered out of danger.

storming Fort Piscadero, in the island of Curaçoa, by which daring exploit a safe place of debarkation was secured for the seamen and marines then in readiness to be landed from the squadron under Captain John Bligh, of the *Theseus* 74, for the purpose of endeavouring to subjugate that colony. For his gallantry on this occasion, and his equally spirited conduct during the rapid movement which caused the Dutch to fly from all their positions on the heights near the town of St. Ann, he was honored with the command of one of the two advanced posts, situated about 800 yards from that place, where he continued under the fire of Fort République and other very superior works, sustaining likewise repeated attacks made by the enemy's sharpshooters, &c. until Feb. 25th, when orders were given to re-embark. On the 5th of that month, Lieutenant Willoughby and himself, accompanied by Lieutenant Nicholls, R. M., and about 80 or 85 men, marched out from their batteries for the express purpose of giving battle to at least 500 Dutch soldiers and French sailors, who were approaching with loud cheers, seemingly determined to capture the British cannon; and this formidable force they completely defeated in fair fight, with muskets alone; but not until 23 of their own gallant fellows were either killed or wounded. The total loss sustained at the advanced posts during the twenty-five days' operations amounted to 18 killed and 42 severely wounded, besides many bruised and others slightly hurt.

The meritorious conduct of Mr. Travers, at Curaçoa, was duly represented to Sir John T. Duckworth by Captains Bligh and Dunn; and, on his return to Jamaica, he received the personal thanks of that distinguished officer, on the quarter-deck of the *Hercule*, and in the presence of all the captains then at Port Royal. In addition to this singular honor, his admiral was at the same time pleased to express great regret that he had not completed his time as a petty-officer, and to promise him early promotion.

On the 14th Mar. 1804, Mr. Travers commanded one of the boats with which Lieutenant Willoughby succeeded in capturing *la Felicité*, French privateer; and his seamanlike

intrepidity and skill during the tremendous hurricane encountered by the *Hercule*, Sept. 6th in the same year, again drew forth the most hearty encomiums from Captain Dunn \*. On the 23d of the same month, he passed his examination, and was immediately presented with a lieutenant's commission, appointing him to the command of the *Ballahou* schooner. In Feb. 1805, on that little vessel being ordered to the Newfoundland station, Sir John T. Duckworth removed him to the *Surveillante* frigate, Captain John Bligh, formerly of the *Theseus*, and then about to sail on a cruise off the Spanish Main.

Whilst under the command of Captain Bligh, to whom he had already so strongly recommended himself by his courageous and zealous behaviour at Curaçoa, Lieutenant Travers was engaged in many boat affairs. On one occasion, he led a division to the attack and capture of fifteen deeply laden merchantmen, lying under the protection of several batteries and a national brig, at Campeachy. A few days afterwards, he commanded at the capture and destruction of nine other vessels in the same neighbourhood. In March, 1806, with a single boat's crew, and no assistance at hand, he boarded, in open day, and carried a large Spanish schooner, *El Serpanton*, of 6 guns and 35 men, lying with springs on her cables, at the mouth of the river St. Juan. He subsequently landed with Captain Bligh, and the greater part of the *Surveillante's* crew, on the island of St. Andreas, the garrison of which was completely surprised and carried away to Jamaica, Lieutenant Travers remaining on the spot as governor, with *El Serpanton* under his command, and a party of marines for his protection. Whilst thus employed, he succeeded in capturing several vessels, the crews of which, being confined on board *El Serpanton*, prevailed upon four or five of his men to assist them in running away with her; and they were in the very act of making sail when Lieutenant Travers arrived on board in a canoe, having received information of their design from a faithful sailor, who had swam on shore purposely to give the alarm. This intelligence reaching him at

---

\* See Suppl. Part II. p. 126 *et seq.*



midnight, Lieutenant Travers had no one near except Mr. Dunn, master's-mate, with whom, and several blacks, collected on his way to the beach, he hastened off, and got alongside before discovered. A musket was snapped at his breast as he gained the deck, and a blow, aimed at his head, would most probably have proved a quietus, had not his upraised arm received it. The fellow immediately opposed to him he cut down; and one or two more having shared the same fate, the others, imagining that he was backed by a much larger party, were so much intimidated, that he succeeded in releasing those men who had refused to join them, and were consequently confined below; by whose assistance he recovered possession of El Serpanton, and secured every one of the mutineers and Spanish prisoners: two of the former were tried by court-martial, sentenced to death, and executed at Jamaica.

The man who attempted to shoot Lieutenant Travers, and then struck him with the butt-end of his musket, had shortly before deserted from a wooding party, at the island of Navaza, accompanied by another sailor. A day or two after their flight, the *Surveillante* captured a small schooner, and Lieutenant Travers suggested to Captain Bligh the probability of recovering them by stratagem. The schooner was placed at his disposal; he stood for the island, which was then out of sight, and, on closing with it, hoisted Spanish colours:—the bait took; both deserters came down to the seaside, waving their hats, and flourishing the tomahawks which they had decamped with, as signals for a boat:—the schooner hove-to, and Lieutenant Travers with one man (both be-daubed and well disguised as Spaniards) paddled towards the shore in a small canoe, which the culprits entered without recognizing by whom they were received; nor did they discover their real situation until actually alongside the prize.

In the summer of 1806, the *Surveillante* sailed for England, accompanied by the *Hercule*, *la Fortunée* frigate, *la Supérieure* schooner, and about 200 sail of merchantmen. When off the Havannah, a number of Spanish vessels were discovered, under the protection of a 74-gun ship and two

guarda-costas. La Fortunée, the schooner, and a boat commanded by Lieutenant Travers, were immediately sent in pursuit, and succeeded in capturing the gun-vessels and twenty others, deeply laden with sugar, &c. \*

On the 3d Dec. following, this active officer was appointed to the Alcmena frigate, at the particular request of her captain, the late Sir James Brisbane; under whom he assisted in capturing le Courier French privateer, and several other vessels, on the Irish station. Subsequently, while serving under Captain W. H. B. Tremlett, we find him commanding the boats of the same ship in numerous successful attacks upon the enemy's coasting trade between Isle Dieu and Cape Finisterre †.

In April 1809, the Alcmena, while chasing an enemy, struck upon a reef of rocks near the river Loire, and filled so fast that nothing could be saved. Immediately after the usual public investigation, Lieutenant Travers was applied for by Lord Cochrane, and accordingly appointed to the Impeieuse frigate, in which he sailed for Walcheren, under acting Captain Thomas Garth. The high opinion entertained of his conduct, whilst commanding a detachment of seamen, with two field-pieces, attached to the first division of Earl Chatham's army, during the operations against Flushing, will be seen by the following testimonials:

*"H. M. Sloop Harpy, below Lillo, 22d Aug. 1809.*

"Dear Travers,—You quitted East Zouberg in such haste, that I had not the pleasure of shaking you by the hand: that day an invitation was sent you from Major-General M'Leod, of the royal artillery, to dine. Whether you know it or not, I am not certain; however, I think it but justice to inform you, that not only the General, but all ranks and degrees of officers who had the opportunity of witnessing your activity, gallantry, and meritorious conduct as an officer, during the time we were before Flushing, expressed themselves in the highest terms of praise and admiration: and, as every officer feels some degree of satisfaction from the approbation of those he is immediately serving under, I beg to add to the general applause above alluded to, the warmest approbation and testimony of the whole of your conduct during the time we had the pleasure of serv-

\* See Vol. II. Part I. p. 331, *et seq.*

† See Vol. II. Part II. p. 714, *et seq.*

ing together in the brigade of seamen attached to Lieutenant-General Sir Eyre Coote's division, under the command of Captain Richardson, of H. M. S. *Cæsar* \*; and believe me I shall, if ever in my power to be serviceable, feel it both my duty and inclination to promote your interest. I am, my dear Travers, with great sincerity, yours, &c.

(Signed) "G. W. BLAMEY, Commander."

"H. M. S. *Semiramis*, Spithead, Oct. 8th, 1810.

"Dear Sir,—On the very point of sailing for the Cape of Good Hope, I received your letter, dated off Toulon, by which I am happy to find your friends are at last likely to stir themselves in your behalf; and most happy should I feel, if any testimony of mine could in the least assist your views; for I can, with great truth, affirm, that whilst you served under my command, in the attack of Flushing, your zeal and good conduct were most conspicuous, and tended in no small degree to draw from our commander-in-chief, Lieutenant-General Sir Eyre Coote, those praises so liberally bestowed on the corps of seamen serving under my command. Above all, I have to admit the superior skill and energy shewn by you, in mounting the guns of my battery, under the heaviest fire, and the greatest disadvantages. You will excuse this hasty letter; but believe me your speedy promotion will be heard of with very sincere satisfaction and pleasure by your faithful friend,

(Signed) "CHARLES RICHARDSON, Captain."

"To Lieutenant Travers, R. N."

"This is to certify, that during the time I commanded H. M. S. *Imperieuse*, from June, 1809, to Sept., 1810, Lieutenant Eaton Travers behaved in a most gallant manner on a variety of occasions. At the attack upon Flushing, he commanded a party of seamen, from the *Imperieuse*, and was employed at the most advanced battery, where his good conduct particularly attracted the notice of Captain Richardson, of H. M. S. *Cæsar*, and the General Officer commanding the advanced batteries: in consequence of his abilities and information, he was selected by Sir Eyre Coote † to remain with him at Middleburgh" (the capital of Walcheren) "as his naval aide-de-camp. \* \* \* \* \*

(Signed) "THOMAS GARTH."

The guns of Captain Richardson's battery were mounted by Lieutenant Travers during the absence of the royal artillerymen, who had gone in search of materials for that purpose; and they were actually playing upon the enemy, with quickness and precision, long before the triangles hove in

\* See Vol. II. Part II. p. 906, *et seq.*

† Then commander-in-chief of the army; Earl Chatham having returned home.



sight. As this battery was also commanded by Lieutenant Travers on the first day it opened upon the French garrison, we shall here add an extract of a letter from an officer of H. M. 81st regiment.

“Of the batteries which chiefly distinguished themselves in the bombardment, one of them, commanded by Captain Richardson, of the Cæsar, astonished us all. It consisted of six 24-pounders, and played on the enemy incessantly. Every discharge seemed to be followed by a vast crash and ruin in the town. I must observe by the way, that the seamen are all engineers, and manage the batteries as well, I had almost said better, than any of our artillery officers. They fire their batteries by broadsides, and the reports of the individual pieces are seldom distinguishable. They always play, moreover, against a certain point till they have demolished it. Their six-gun battery invariably went off as if only one gun.”

Mr. Travers continued to serve on shore, as naval aid-de-camp to Sir Eyre Coote and his successor, Lieutenant-General Don, until the final evacuation of Walcheren, when he rejoined the Imperieuse, as first lieutenant. “In Feb. 1810,” says Captain Garth, “H. M. S. under my command, in company with the Implacable 74, Commodore Cockburn, was employed in Quiberon Bay, to endeavour to rescue King Ferdinand VII. from the hands of the French\*. Lieutenant Travers was continually employed on that service, in boats, every night, during two months: he afterwards, in a most gallant manner, in a six-oared cutter, cut out a French merchant vessel, lying within twenty yards of a battery to which she was made fast, and brought her out under a heavy fire †. He was subsequently employed on the coast of Spain, in assisting the patriots, landing stores, &c.; at the fort of Morbella, which was nearly surrounded by French troops; and in destroying a large martello tower. I beg to offer this testimonial, as a proof of the high opinion I entertain of the gallantry and good conduct of Lieutenant Eaton Travers during the time he sailed under my command.”

The martello tower alluded to by Captain Garth, was des-

---

\* See Sir GEORGE AUGUSTUS WESTPHAL.

† With the loss of only one man.

troyed during a dark wet night. Lieutenant Travers reached it unobserved, and, with ladders prepared for the purpose, ascended to a loop-hole, into which two bags of gunpowder were crammed, having attached to them a small canvas fuse, with a piece of port-fire at the end. On the explosion taking place, by which time he had got out of the reach of splinters, the top of the tower was nearly blown off; and some sparks having communicated to the magazine, thereby causing a second explosion, the whole fabric was rent to the foundation.

The service upon which the ships in Quiberon Bay were employed was so well known to the enemy, that a gallows was erected within their view, to denote the certain fate of any Englishman who should be taken prisoner.

In Sept. 1810, the command of the *Imperieuse* was assumed, at Gibraltar, by Captain the Hon. Henry Duncan, under whom Mr. Travers served as first lieutenant during the remainder of the war. On the 11th Oct. 1811, he performed another exploit, which we find thus officially recorded:—

“Sir,—I have the honor to inform you, that H. M. S. under my command, this morning, attacked three of the enemy’s gun-vessels, carrying each an 18-pounder and 30 men, moored under the walls of a strong fort, near the town of Possitano, in the Gulf of Salerno. The *Imperieuse* was anchored about eleven o’clock, within range of grape, and in a few minutes the enemy were driven from their guns, and one of the vessels was sunk. It, however, became absolutely necessary to get possession of the fort, the fire of which, though silenced, yet, from its being regularly walled round on all sides, the ship could not dislodge the soldiers, and those of the gun-boats’ crews who had made their escape on shore, and taken shelter in it. The marines and a party of seamen were therefore landed, and, led on by my first lieutenant, Eaton Travers, and Lieutenant Pipon, R. M., forced their way into the battery in the most gallant style, under a very heavy fire of musketry, obliging more than treble their numbers to fly in all directions, leaving behind about thirty men and fifty stand of arms. The guns, which were 24-pounders, were then thrown over the cliff, the magazines, &c. destroyed, and the two remaining gun-vessels brought off.

“The gallantry and zeal of all the officers and men in this affair, could not have been exceeded; but *I cannot find words to express my admiration at the manner in which Lieutenant Travers commanded and headed the boats’ crews and landing party, setting the most noble example of intrepidity to the officers and men under him.* Owing to

hassling winds, the ship was unavoidably exposed to a raking fire going in; but the fore-top-sail-yard, shot away, is the only damage of any consequence. I have to regret the loss of one marine killed and two men wounded.

(Signed)

“HENRY DUNCAN.”

“To Vice-Admiral Sir Edward Pellew, Bart.

&c.

&c.

&c.”

In transmitting this report to the Admiralty, Sir Edward Pellew informed their lordships, that he was sure “the gallant conduct of Lieutenant Travers and his companions, who carried the fort by which the gun-boats were protected, would receive their approbation.” In reply, one of the secretaries was commanded to direct Sir Edward to express their lordships’ approval of the bravery and good conduct so manifestly displayed; but the promotion of any individual concerned was not even hinted at.

On the 24th of the same month, Captain Duncan addressed Sir Edward Pellew as follows:

“Sir,—I have the honor to inform you of the capture of ten armed feluccas belonging to the enemy, laden with oil, which were launched and brought off from the beach on the coast of Calabria near Palinuro, by the boats of the *Imperieuse* and *Thames*, on the 19th and 21st instant: they were banked up with sand, and defended by a large detachment of Neapolitan soldiers; but nothing could withstand the gallantry of the seamen and marines of the two ships, the latter under their respective officers, Lieutenants Pipon and Adam, the whole commanded by Lieutenant Travers, who displayed his usual intrepidity and judgment. I have to regret the loss of one man killed, and four wounded. I am, &c.

(Signed)

“H. DUNCAN.”

On the latter day, ten gun-boats were discovered in the port of Palinuro, with a number of merchant vessels, and many valuable spars, intended for the equipment of the Neapolitan marine, hauled upon the beach; but, from local circumstances, Captain Duncan did not think the force he then had sufficient to attack them with a prospect of complete success: he therefore sent the *Thames* to Sicily, to request the assistance of a military detachment; and on the 28th, she returned with 250 men of H. M. 62d regiment, under Major Darley. Unfortunately, a S. W. gale precluded all possibility of landing until the evening of Nov. 1st, when the troops, together with the marines and a party of seamen



from both ships, under Lieutenant Travers, the whole commanded by Captain Napier, were disembarked from the Thames at the back of the harbour, and immediately ascended and carried the heights in a very gallant style, under a heavy fire from the enemy, who were assembled in force to oppose them, and who, soon after dark, endeavoured to retake their position. One volley, however, induced them instantly to retire. The Imperieuse had, in the mean time, been endeavouring to occupy the attention of the gun-boats and battery in front; but the light and baffling winds prevented her getting any nearer than long range during the evening. Next morning, finding that nothing could be done on the land side against the battery and a strong tower which protected the vessels on the beach, and within pistol-shot of which the gun-boats were moored, Captain Duncan ordered the Thames to close, directed Captain Napier to return on board his own ship, and, taking advantage of the sea-breeze at its commencement, ran along the line of gun-boats, within half-musket shot. Two were soon sunk, and the others immediately afterwards surrendered. The frigates then anchored close to the fort, which in about fifteen minutes was completely silenced, and in a quarter of an hour more the Neapolitan flag came down. The tower was immediately taken possession of by Lieutenant Travers, who, on seeing the Imperieuse and her consort stand in, had "most gallantly, rushed down the hill with a party of seamen and marines, and was waiting almost under the walls of the fort, ready to take advantage of any superiority the ships might have over it." The guns, 24-pounders, were then thrown into the sea, and the crews of both frigates sent to launch the merchant vessels and spars, which could not be completed till after noon next day; when the troops, who had all this time remained in undisputed possession of the heights, were re-embarked, the marines withdrawn from the tower which they had occupied, and which, together with two batteries and a signal-station, soon lay in ruins. One of the gun-vessels mounted two long 18-pounders, and had on board a complement of 50 men; the other nine were each armed with one

long 18, and manned with 30 men: the merchant vessels, twenty-two in number, were laden with oil, cotton, figs, silk, &c. In performing this service, the British sustained a loss of five (including Lieutenants Kay, of the 62d, and Pison, R. M.) killed, and eleven men wounded. The contents of Captain Duncan's official report, with the exception of the following paragraph, will be found in p. 993 *et seq.* of Vol. II. Part II.

"I have before had opportunities of representing the gallantry of my first lieutenant, Travers; his behaviour on this occasion was most exemplary, and called forth the admiration of every officer, whether of the army or navy. Captain Napier and Major Darley, most handsomely allow to him the credit of having discovered and led them by a short cut to the heights, which, most probably, saved the lives of many men."

In a letter from Captain Napier to Captain Duncan, dated Nov. 3d, we find this passage:—

"In obedience to your directions, I anchored in the bay to the southward of Palinuro, and immediately landed with the detachment of the 62d regiment, under the command of Major Darley, and the marines and a party of seamen from both ships, under the command of Lieutenant Travers of the *Imperieuse*, who with his usual discernment, discovered and pointed out a narrow path, almost perpendicular, leading to the heights, which were gained by it in the face of the enemy's light troops and peasantry, in the most complete style, leaving the greatest part of their force in a ravine to our right, where we first intended to land. The men of both professions behaved as British soldiers and sailors are wont to do; but I must mention the exertions of Lieutenant Travers, first of your ship, who was foremost at every thing."

The following are copies of letters subsequently received by Lieutenant Travers:

"Melazzo, 10th Nov. 1811.

"My dear Sir,—I beg to enclose you the copy of my official letter to Major-General Heron, and have only to regret that much hurry did not permit me to pay a more just tribute to your exemplary merits and gallantry. The muleteer being on the point of departure, obliges me thus hastily concluding, and assuring you how much I am, with the sincerest esteem, your very obedient and truly faithful servant,

(Signed) "EDWARD DARLEY, Major 62d regiment."

"To Lieutenant Travers, H. M. S. *Imperieuse*."

(ENCLOSURE.)

"Thames, at Sea, Nov. 8th, 1811.

"It would be presumptuous on my part, Sir, in attempting to pass encomiums on the very superior judgment and heroic gallantry of the commandant Captain Duncan, as also in the gallant manner of laying his ship alongside a strong battery and fortified tower, flanked by several gun-boats, which were shortly silenced by a powerful and well-directed fire, in conjunction with Captain Napier, of H. M. S. Thames, whereby the commandant was left in possession of the enemy's flotilla, convoy, battery, and tower. I have also much gratification in stating, that Captain Napier, who did me the honor to accompany me on shore with a party of seamen and marines, contributed materially by his cool, judicious, and actively intrepid conduct, ably seconded by the gallantry of Lieutenant Travers, to surmount all difficulties in gaining the heights, in the face of an opposing and strongly posted numerous enemy, whom we had afterwards the satisfaction of dislodging and obliging to retreat, leaving us in full possession of the heights and telegraphic tower.

(Signed)

"EDWARD DARLEY."

"To Major-General Heron."

Sir Edward Pellew, when acknowledging the receipt of Captain Duncan's official report, informed him that, he had requested the attention of the Lords Commissioners of the Admiralty "to the distinguished services of Lieutenant Eaton Travers, on this and former occasions."

On the 27th June 1812, the Imperieuse assisted in destroying eighteen merchant vessels, lying under the batteries of Languilla, and Alassio, in the Gulf of Genoa, on which occasion she had four men killed, and an officer and ten men wounded\*. We subsequently find her employed in the blockade of Naples, near which city Captain Duncan, as is stated in his memoir, with only an 18-gun brig in company, offered battle to, and had a partial action with, the Joachim 74, a frigate, a corvette, and twenty-two gun vessels †. About the same time, an attempt was made to obtain possession of between fifty and sixty coral boats, recently returned from the fishery, and then performing quarantine; but, unfortunately they obtained pratique, and entered the harbour about

\* See Vol. II. Part I. p. 293.

† See Vol. II. Part II. p. 995, *et seq.*



an hour before Lieutenant Travers, who was the projector and leader of the enterprise, arrived near the lazaretto. This failure, however, did not prevent him from trying a land cruise, during which he overhauled several vehicles, and took from an officer, in a carriage and four, despatches of some importance.

The *Imperieuse* was subsequently hove down and newly coppered at Mahon, when Captain Duncan obtained permission to shift her foremast further aft, for the purpose of improving her sailing. Anxious to get to sea, he went himself to the arsenal to hurry off spars for sheers; but before they got alongside the mast was already placed in its new position. Lieutenant Travers had taken upon himself the responsibility of shifting it, by making a Spanish windlass of the hand-mast which was placed across the fore-castle, supported by the bulwarks and four crossed handspikes, with purchases affixed to the deck and the heel of the fore-mast, and acted upon with levers: the head of the mast being steadied with guys, and a man placed at the laniard of each shroud and stay, to ease away as it lifted, the operation was performed with the greatest facility. We should observe that, at this time, the fore-top-mast was merely struck, and none of its rigging displaced. The celerity with which the *Imperieuse* was hove down and refitted did not fail to attract the notice of Sir Edward Pellew, who was then at Minorca with his fleet, and who not only complimented Lieutenant Travers in words, but several times invited him to his table on board the *Caledonia*.

In the beginning of 1813, we find Lieutenant Travers volunteering to undertake the destruction of a large signal tower, near the mouth of the Tiber, which service he accomplished after routing a party of dragoons, with whose commander's abandoned horse and its trappings he returned on board safely. He afterwards superintended the embarkation of two ship loads of timber, which had been collected on the Roman coast for the use of the arsenal at Toulon, but the destination of which Captain Duncan had thought proper to alter. His succeeding exploits were thus officially reported in a letter from Captain the Hon. George H. L. Dundas, of

the Edinburgh 74, addressed to Captain (now Sir Josias) Rowley, Oct. 5th, 1813.

“In obedience to your directions, I put to sea, and joined Captain Duncan, of the Imperieuse, and the ships named in the margin\*, this morning, off D’Anzo, where he had been watching a convoy for some days, with the intention of attacking them the first favorable opportunity. The necessary arrangements having been made by that officer for the attack, I added the force of this ship to it, and made the signals that those arrangements would be adhered to, and to prepare for battle. The place was defended by two batteries on a mole, each mounting two heavy guns, a tower to the northward with one gun, and a battery to the southward with two guns, to cover the mole. Every thing being prepared, at 1-30 P. M., the ships bore up and took their stations; the Imperieuse and Resistance to the mole batteries; the Swallow to the tower; and the Eclair and Pylades to the southern battery: the Edinburgh supported the last named vessels.

“Shortly after the ships opened their fire, which they did by signal together, the storming party, under Lieutenant Travers, of the Imperieuse, and marines, under Captain Mitchell, landed in the best order close under the battery to the southward, which Lieutenant Travers carried instantly, the enemy flying in all directions. Lieutenant Mapleton† having taken possession of the mole-head, the convoy, consisting of 29 vessels, was brought out without any loss, twenty of which are laden with timber for the arsenal at Toulon. On leaving the place, all the works were blown up, and most completely destroyed. I feel the destruction of the defences of this place to be of consequence, as it is a convenient port for shipping the very large quantity of timber the enemy now have on the adjacent coast. The captains, officers, and ships’ companies, deserve my warm acknowledgments for their exertions on this occasion. A few shot in the hulls and rigging of the ships is the only damage sustained.

“Captain Duncan informs me, that he gained much material and necessary information respecting this place, by a very gallant exploit performed a few nights ago by Lieutenant Travers, who stormed, with a boat’s crew, a martello tower of one gun, destroying it, and bringing the guard away.”

The tower destroyed by Lieutenant Travers mounted two guns; and the manner in which this service was performed is thus related by an eye-witness, in a letter addressed to the author:—

“About midnight, Travers landed with the small cutter and seven men,

---

\* Resistance frigate, Swallow, Eclair, and Pylades sloops.

† First of the Edinburgh.

seized the sentinel at the foot of the tower, and, though fired at by the sentinel on the top, mounted by a ladder, which had been fitted for the purpose, to a window thirty or forty feet high, and put in a congreve rocket, with the stick cut short off, but having quick match attached to it: the moment the rocket took fire it struck down into the barrack-room, set fire to the soldiers' bedding, killed one man, and so alarmed the others, by its fire, smoke, and noise, that they let down their draw-bridge to escape, and were seized one by one as they descended. One officer and eighteen soldiers were thus taken prisoners; but as his little boat could not well receive so many persons in addition to her crew, Travers allowed four of the poor panic-struck fellows to go about their business, carrying off the others, but not until he had blown up the tower, the regular access to which was by a flight of stone steps, distant about twelve feet from it, and only to be reached from within by means of the draw-bridge. Aware of the danger and difficulty attending such an enterprise, it was not without considerable hesitation that Captain Duncan would consent to Travers going upon it, particularly as he knew that there was a strong force in the neighbourhood, collected purposely for the protection of the vessels at Port d'Anzo. Notwithstanding the darkness of the night, the whole business was done in about fifteen minutes; and had such an effect on the neighbouring batteries, that whenever the Imperieuse afterwards approached the shore, the Neapolitan soldiers invariably put on their knapsacks, *ready for a start.*"

In Dec. 1813, a descent was made upon the coast of Italy, near Via Reggio, on which occasion Lieutenant Travers again commanded the landing party, drove the enemy from a battery close to the beach, and brought off two long brass 12-pounders. His exemplary conduct during the subsequent operations against Leghorn was also officially reported, as will be seen by reference to p. 428 of Vol. II. Part I. In April 1814, he assisted at the reduction of Genoa and its dependencies; and, on the 15th June in the same year, we find him promoted to the rank of commander; but it appears that he continued to do duty as first lieutenant of the Imperieuse until that ship was paid off, in the month of September following\*.

---

\* On the breaking out of the American war, fourteen seamen, possessing indisputable proofs of their being citizens of the United States, requested permission to continue in the Imperieuse and serve against the French, stating that they did not wish to fight against their country, but there



We have now, in rather a hasty manner, followed Captain Travers through a course of active, enterprising, gallant, and zealous service of sixteen years, during which period he commanded at the capture and destruction of seven different batteries, two martello towers, and about sixty vessels, chiefly cut out of harbours or from under fortifications on various sea-coasts ; besides which upwards of twenty of these vessels were well armed and manned : he was upwards of one hundred times engaged with the enemy, nine times honorably mentioned in gazetted despatches, and never unemployed, except for two months, when paid off from the *Surveillante*. For his distinguished conduct on so many occasions, he was presented with the freedom of Cork, of which city he is a native.

In 1827, Commander Travers submitted to H. R. H. the Lord High Admiral, a brief sketch of his services, wherein he truly observed, that he could with confidence refer to every captain he had sailed with for confirmation of the facts there stated ; and concluded with observing, that he did not hope the less from the royal Duke's protection, because he had no interest to back the claims for advancement which those services enabled him to prefer. In a very short time afterwards he was appointed to the *Scylla* sloop, and, on that vessel being found defective, removed, July 23d, 1828, to the *Rose* of 18 guns, fitting out for the Halifax station. The Lord High Admiral was also pleased, at his own table, on board one of the royal yachts, to promise him promotion at the expiration of twelve months, the then recently established period of service afloat as a commander.

In the *Rose*, Commander Travers conveyed Commodore Schomberg, C. B. to Teneriffe, Rio Janeiro, and the Cape of Good Hope. He afterwards touched at St. Helena and

---

being no chance of meeting American vessels in the Mediterranean, their attachment to Captain Duncan inclined them to stay till the last with him. They were allowed to do so, and served most faithfully, distinguishing themselves on all occasions in the boats, and being the first on every enterprise against the enemy.

Ascension, and then proceeded to join his own commander-in-chief, Rear-Admiral Sir Charles Ogle, whom he met with at Bermuda, and accompanied to Halifax. From thence he was sent to the Bay of Fundy, for the protection of the fishery, and to ascertain the longitude of the different headlands in that quarter, on which service he continued five months. His royal patron having retired from office, he did not obtain the rank of captain until Nov. 19th, 1829; shortly after which we find him returning home in one of the Halifax packets. The following extracts are taken from American and New Brunswick papers:—

*(East Port Sentinel, 24th June, 1829.)*

“We cannot help applauding the generous and magnanimous conduct of the commander of the British sloop of war *Rose*, who was anchored off this port at the time the *Vermont* came through the narrows. No sooner was she discovered to be in a crippled state, and in need of help, than several boats were sent from the *Rose*, filled with men, who with the greatest alacrity assisted in clearing the wreck and warping her up opposite the wharf. It is with great pleasure that we publish the following

CARD.

“Captain Shepard, of the brig *Vermont*, of New Haven, Con. returns his most sincere thanks to — Travers, Esq., commanding the British sloop of war *Rose*, for his promptness in rendering assistance while in a distressed situation; and to the officers and men who assisted in bringing his vessel to port.”

*(City Gazette, St. John's, N. B. July 15th, 1829.)*

“Captain George M'Lean, of the late bark *Industry*, recently wrecked upon Brier's Island, takes this method of returning his sincere thanks to Captain Travers, of H. M. S. *Rose*, for his ready and prompt attention in proceeding from Digby to the disastrous scene; and for the polite tender of his personal services, with those of his officers and crew, and the assistance of boats, &c. &c. from H. M. ship under his command.”

*(Weekly Observer, St. John's, 11th Aug. 1829.)*

“Mr. Ewen Cameron, the contractor for building the light-house, begs respectfully to return thanks to Captain Travers, of H. M. S. *Rose*, for the valuable assistance so kindly rendered this morning in the use of boats, men, &c. while towing down and securing the pier, intended as the foundation for the light-house to be built at the beacon, thereby greatly facilitating the undertaking.”

Captain Travers married, in 1815, Ann, eldest daughter of

William Steward, of Great Yarmouth, co. Norfolk, Esq. He has four brothers, who all served during a great part of the late war in the rifle brigade, and were all repeatedly wounded, viz. Robert, now a Major-General and K. C. B.; James Conway, a Major; Joseph Oates, barrack-master at Portsmouth; and Nicholas Colthurst, holding the same office at Hampton Court: the two latter are captains in the army. Another brother, John, died whilst serving as lieutenant of the Hebe frigate, in the West Indies.

*Agents*,—Messrs. Stillwell.

---

### GEORGE HAYES, Esq.

WAS made a lieutenant in May 1793; commander in June 1814; and captain Dec. 2d. 1829. During the late wars he was principally employed in the command of small vessels.

---

### JOHN ALEXANDER DUNTZE, Esq.

SON, we believe, of Sir John Duntze, Bart. of Rockbere House, Devonshire, by Dorothea, daughter of Sir Thomas Carew, Bart. of Tiverton Castle, in the same county. He entered the navy in Aug. 1818; obtained the rank of lieutenant in May 1825, of commander in April 1828, and captain Dec. 24th, 1829.

---

### AARON TOZER, Esq.

WAS a midshipman on board the Phœnix 36, and dangerously wounded at the capture of la Didon French frigate, Aug. 10th, 1805\*. He obtained the rank of lieutenant Aug. 11th, 1807; and commanded the boats of the Undaunted frigate, Captain Thomas Ussher, at the capture of a

---

\* See Vol. I. Part II. p. 830.



battery mounting four long 24-pounders, a 6-pounder field-piece, and a 13-inch mortar, to the westward of Marseilles, Mar. 18th, 1813. In the execution of this service, the British had three men killed and wounded. On the 18th Aug. following, Captain Ussher, in reporting to Sir Edward Pellew the destruction of the batteries of Cassis, and the capture of a convoy which had been lying under their protection, expressed himself as follows:—

“My first lieutenant, Tozer, and second, Hownam; Lieutenants Wilson, of H. M. S. Caledonia, and Gramshaw, of the Hibernia; Captains Sherman and Hussey, and Lieutenants Hunt, &c. of the marines, behaved with distinguished bravery. Lieutenant Tozer, I lament, is most severely wounded: his gallantry I have often noticed.”

This officer's promotion to the rank of commander took place, June 15th, 1814; and about the same period he was granted a pension of £150 per annum on account of his wounds. He obtained the command of the *Cyréne* sloop in July 1818; returned home from the Halifax station in Dec. 1821; married, June 5th, 1827, Mary, eldest daughter of Henry Hutton, of Lincoln, Esq.; and was promoted to his present rank, Jan. 14th, 1830.

*Agents*,—Messrs. Goode and Cooke.

### WILLIAM MORIER, Esq.

WAS made a lieutenant in May 1810, commander in June 1815, and captain on the 18th Jan. 1830.

*Agents*,—Messrs. Maude and Co.

### DAVID HOPE, Esq.

Is the third son of William Hope, of Newton, near Edinburgh, Esq. and descended from Sir Thomas Hope, Bart. of Edminstone and Cauld Coats, in the county of Mid-Lothian. Two of his brothers, James and William, fell in the military service of their country—the former, a lieutenant in H. M. 1st regiment of foot, then styled the “Royals,” after

having been severely wounded in Holland, died from extreme fatigue during the glorious Egyptian campaign: and the latter, an officer in the 19th regiment of foot, was massacred at Candy, in the island of Ceylon, 1803. Another of his brothers is now on the half-pay of the 89th regiment.

Mr. David Hope was born at Edinburgh, in 1786; and embarked, when only ten years of age, as midshipman on board the Kite sloop, Captain William Brown, then employed as a North Sea cruiser, under the orders of Admiral Duncan. In May, 1798, he witnessed the bombardment of Ostend, the destruction of several gun-vessels lying in the basin, the blowing up of the sluice-gates of the Bruges canal, and the subsequent defeat and surrender of the British troops, commanded by Major-General Coote; a disaster already noticed under the head of Rear-Admiral Raper\*.

On this occasion, our juvenile officer appears to have been employed on shore; from whence, however, he had fortunately returned to the squadron under Sir Home Popham, a short time previous to the capitulation.

In the beginning of 1799, Mr. Hope was successively removed into the Kent 74, bearing the flag of Lord Duncan, and Tisiphone sloop, Captain Charles Grant, under whom he served in the expedition against the Helder, and was consequently present at the surrender of the Batavian fleet to the squadron commanded by Vice-Admiral Mitchell †.

In Nov. 1799, the Tisiphone sailed for Jamaica; and in Sept. 1800, Mr. Hope followed Captain Grant into the Abergavenny 54, bearing the flag of Lord Hugh Seymour, commander-in-chief on that station. In July 1802, he returned to England with the same captain, as master's-mate of the Quebec 32, which ship was soon afterwards put out of commission. During the remainder of the peace of Amiens, he served as admiralty-mate, under Commodore Domett, in the Dryad frigate, on the Irish station; and subsequently in

---

\* See Vol. I. Part II. p. 713 *et seq.*

† See Vol. I. Part I. p. 414 *et seq.*

the Prince of Wales 98, bearing the flag of Sir Robert Calder, where we find him assisting at the capture of two Spanish line-of-battle ships, July 22d, 1805\*. His first commission bears date Aug. 30th, 1806; at which period he was appointed to the Sir Francis Drake 36, Captain James Haldane Tait, then on the East India station. He afterwards served under Captain Charles Foote, in the Wilhelmina and Piedmontaise frigates, but was at length obliged to return home for the recovery of his health, in the Powerful 74, Captain Charles James Johnstone, which ship arrived in England about June 1809.

From this period, Lieutenant Hope remained on shore until the month of September following, when he joined the Freija frigate, Captain John Hayes, fitting out for the Leeward Islands' station. On the 18th of December in the same year, he assisted at the destruction of two French 44-gun frigates, laden with stores and provisions for the garrison of Guadaloupe, then about to be attacked by Sir Alexander Cochrane, in conjunction with a land force under Sir George Beckwith.

After the performance of the above service, and the demolition of the batteries in Ance la Barque †, Captain Hayes was employed as senior officer of a small squadron sent to blockade the N. W. side of Guadaloupe; and Lieutenant Hope commanded the boats of the said detachment at the capture and destruction of all the sea batteries in that quarter. Among other official reports made by Captain Hayes, at this period, we find the following:—

*“H. M. S. Freija, Jan. 22d, 1810.*

“ Sir,—I have the honor to inform you, that on Wednesday the 17th instant, at 9 P. M., I captured, off Englishman's Head, the Victor French schooner, of 150 tons, laden with coffee, sugar, and cotton: she came out of Bay Mahaut that evening at 5 o'clock. By her log, I found that other vessels were in the bay, and that Mahaut was a place of strength, having two batteries, one of three 24-pounders, the other of one 24-pounder; at the former a company, at the latter twenty-four chasseurs of colour. I

---

\* See Vol. I. Part I. p. 405.

† See Vol. I. Part II. p. 878 *et seq.*



also discovered by the log, that it was customary to secure the vessels by the head, to unhang their rudders, and keep all sails on shore till loaded, and perfectly ready for sea. I had come to the determination of attacking the place with a division of boats from the squadron you did me the honor to place under my orders (as the ships could not approach it without experienced pilots), as soon as I should be able to gain the necessary information relative to the strength of the place, which this log completely put me in possession of. On Friday, I endeavoured to find the place, but could not discover it. On Saturday, I worked close up behind the shoals, and at noon saw three vessels at anchor, which pointed out its situation; but the distance was too great to ascertain more than a brig with top-gallant yards across and sails bent. The evening proved particularly fine, with little wind, and smooth water; and though I had not at this time any ship with me, or within sight of signals, I could not let pass so fair an opportunity for making the attack; and at 8-45 p. m., I sent the *Freija's* four best boats, with thirty marines and fifty seamen, under the command of Mr. David Hope, my second lieutenant (the first being at sick-quarters), assisted by the senior officer of marines, the gunner, a master's-mate, and two midshipmen, with orders to destroy the batteries, to bring out the brig and every vessel fit for sea, and to burn all others. I have great pleasure to inform you, that the above orders were most masterly and very effectually executed, notwithstanding the enemy was perfectly prepared, and in no way taken by surprise. The boats had to pull into the bay under a very heavy fire from the two batteries and the brig, with musketry from every part of the beach, as you will see by the report made to me by Lieutenant Hope, a copy of which I have the honor to enclose. It is with infinite satisfaction I now add, that not a man on our side was killed; only two were severely wounded, one I believe dangerously, the other I think will do well. The loss of the enemy I have not been able to ascertain; but I have reason to suppose the commandant fell in the conflict, as two officers were found dead, one of whom wore two epaulets. I have the honor to be, &c.

(Signed)

"JOHN HAYES."

"To the Hon. Sir Alexander Cochrane, K. B.,  
&c. &c. &c."

(ENCLOSURE)

"H. M. S. *Freija*, Jan. 22d, 1810.

"Sir,—In pursuance of your order, I proceeded with the boats under my command, to the southward, towards Bay Mahaut, after experiencing great difficulty in finding a passage, and meeting so many shoals, that the headmost boat got ashore eight or ten times. At a little after eleven o'clock we took a fisherman, who informed me that a troop of regular soldiers had arrived there from Point-a-Pitre, and also a company of native infantry. As soon as we had approached the shore within gun-shot,

a signal gun was fired, and instantly followed by a discharge of grape from a battery at the N. E. point, and another at the head of the bay, together with the guns from the brig, which were found to be six in number, and muskets from the bushes between the batteries. Under this fire, the boats pulled to the brig; but, finding her abandoned, I pushed for the shore. The boats grounding at some distance; the people had to wade up to their middles in water. As we advanced to the battery, the enemy retreated, took post behind a brick breast-work, and over it engaged us with musketry; but from which they were soon driven, and we became masters of their ground, where we found two magazines, containing twenty barrels of powder, and some implements of war, all which we destroyed. In this battery was one 24-pounder, which we disabled and threw over the cliff. In about half an hour after, we carried another battery, of three 24-pounders, the whole of which we spiked and rendered useless, burning the carriages and guard-house. This battery was very complete, with a ditch all round it, and having a small bridge, and gateway entrance. After this service was performed, we returned to the brig, and found her fast in the mud, the enemy having cut her cables on leaving her; but after much difficulty and exertion she was got off. Near her lay a large English built ship, in the mud, under repair; and, farther in shore, a very fine national schooner, pierced for sixteen guns, twelve only on board. The situation of the ship, which we could not move, rendered it impossible to get out the schooner. I therefore set fire to, and burnt both of them; six howitzers, found on the beach, we buried in the sand. All the officers and men conducted themselves with great bravery; and I received from Mr. Shillibeer (the officer of marines), Mr. A. G. Countess (master's-mate), and Mr. Bray (the gunner), every assistance I could possibly require. I am happy to say, that only two of our men were severely wounded,—one in going up to loose the brig's fore-top-sail, the other in attacking the batteries. The enemy must, I think, have lost many men, as I found two officers dead, and several wounded. I have the honor to be, &c.

(Signed)

"DAVID HOPE."

*"To Captain Hayes,  
&c. &c. &c."*

We are credibly informed that Lieutenant Hope was himself wounded on this occasion, although his modesty prevented him from officially reporting it.

On the 25th of the same month, Sir Alexander Cochrane transmitted both the above letters to the Admiralty, with one from himself, in which, after dwelling upon the importance of the service, in reference to the intended attack upon the island at large, he says:—

*"The conduct of Lieutenant Hope and his party, in driving so large*

*a force before them, and surmounting so many difficulties in reaching the enemy's positions, stamps their leader as a brave and meritorious officer; and he is deserving of the notice of the Lords Commissioners."*

We have been induced to give the details of this very gallant and well-conducted enterprise, in consequence of the Board of Admiralty not having deemed them of sufficient importance to appear in the London Gazette, which merely stated, that Sir Alexander had "transmitted a letter from Captain Hayes, reporting the destruction of the batteries at Bay Mahaut, and of a ship and national schooner at anchor there; also the capture of an armed brig, by the boats of the Freija, under the direction of Lieutenant David Hope, who appears to have displayed much gallantry in the performance of this service."

These brief statements, of which the naval annalist has great cause to complain, may possibly have originated in a press of official matter; but, then, how happens it that we occasionally see along with them, in the columns of the gazette, entire letters, announcing the capture of half a dozen insignificant chasse-marées, or of some privateer of trifling force, and that perhaps by a frigate or ship of the line?

After the surrender of Guadaloupe, the Freija was found in a very defective state, and consequently ordered to England, where she arrived in Sept. 1810, and was soon afterwards put out of commission. Lieutenant Hope then received an appointment to the Macedonian, a frigate of the largest class, in which he continued, under Captains Lord William Fitz-Roy, the Hon. William Waldegrave, and John Surman Carden, until her capture by the United States, an American ship of far superior force and size, bearing the broad pendant of Commodore Decatur, Oct. 25th, 1812\*. Previous to this event, the Macedonian had been very actively employed on the coasts of Portugal and France, and often engaged with the enemy's batteries, in the neighbourhood of Isle d'Aix †. The following is an extract of Captain Car-

---

\* See Vol. II. Part II, pp. 1010—1016.

† See *id.* p. 1017 *et seq.*



den's official letter, relative to his gallant but unfortunate action with the United States :

“ The truly noble and animating conduct of my officers, and the steady bravery of my crew, to the last moment of the battle, must ever render them dear to their country. *My first Lieutenant, David Hope, was severely wounded in the head, towards the close of the battle, and taken below ; but was soon again on deck, displaying that greatness of mind and exertion, which, though it may be equalled, can never be excelled.*”

Mr. James, in the second edition of his Naval History, informs us, that Lieutenant Hope “ was severely wounded in the leg, at the commencement, and more severely still in the head, towards the close of the battle ; ” — this, we have every reason to believe, is correct.

On the 27th May, 1813, and three following days, Captain Carden, his officers, and surviving crew, were tried for the loss of their ship, by a court-martial assembled on board the *San Domingo 74*, at Bermuda. The following is an extract of the sentence pronounced :—

“ The Court is of opinion, that Captain John Surman Carden, his officers, and ship's company, in every instance throughout the action, behaved with the firmest and most determined courage, resolution, and coolness ; and that the colours of the *Macedonian* were not struck, until she was unable to make further resistance. The Court does therefore most honorably acquit Captain John Surman Carden, the officers, and company of *H. M. late ship Macedonian* ; and Captain Carden, his officers, and company, are hereby most honorably acquitted accordingly. The Court cannot dismiss Captain Carden, without expressing admiration of the uniform testimony which has been borne to his gallantry and good conduct throughout the action ; nor *Lieutenant David Hope*, the other officers, and company, without expressing the highest approbation of the support given by *him* and them to the captain, and of their courage and steadiness during the contest with an enemy of very superior force ; a circumstance that, whilst it reflects high honor on them, does no less credit and honor to the discipline of *H. M. late ship Macedonian.*”

Immediately after this honorable acquittal, Lieutenant Hope was appointed by Sir John B. Warren to the command of the *Shelburne* schooner, of 14 guns, recently taken from the Americans. During the ensuing twelve months, he drove on shore and destroyed a number of the enemy's small

privateers and merchant vessels. Through his exertions also, the U. S. sloop of war Frolic was captured by the Orpheus frigate, Captain Hugh Pigot; yet, strange to say, no mention whatever is made of his name in that officer's official letter, as will be seen by the following copy:—

“*H. M. S. Orpheus, New Providence, April 25th, 1814.*”

“Sir,—I have the pleasure to acquaint you, that on the 20th instant, after a chase of sixty miles, the point of Matanzas, in Cuba, bearing S. S. E. five leagues, we captured the United States' ship Frolic, commanded by Master-Commandant Joseph Bainbridge; she had mounted twenty 32-pounder carronades, and two long eighteens, with 171 men; but a few minutes before striking her colours, threw all her lee guns overboard, and continued throwing also her shot, small arms, &c. until taken possession of. She is a remarkably fine ship, of 509 tons, and the first time of her going to sea: she has been out from Boston two months, and frequently chased by our cruisers; their only capture was the Little Fox, a brig laden with fish, which they destroyed. I have the honor to be, &c. (Signed) “H. PIGOT.”

“*To the Hon. Sir Alexander Cochrane,  
&c. &c. &c.*”

When the chase commenced, at day-light, the Orpheus and Shelburne were both to-leeward; but, after a joint pursuit of twelve hours, the very superior sailing of the schooner enabled Lieutenant Hope to gain the wind of the enemy, and effectually cut her off from the neutral port in view. She then tacked off shore, kept away free, and succeeded in crossing the British frigate, without sustaining any damage;—in fact, only two shot were fired at her, as they passed on opposite tacks, and both of them fell short. She was, however, closely pressed by Lieutenant Hope, who kept on her weather quarter until he observed her guns thrown overboard, then ran up alongside to leeward, and caused her to surrender, without the least opposition. At this period the Orpheus was two miles astern, and, from bad sailing, had no chance whatever of coming up with the chase.

We next find Lieutenant Hope employed, for about four months, in blockading New Orleans, and rendering assistance occasionally to our allies, the Creek Indians, on the Apalachicola river. During his long and solitary cruise off the mouths of the Mississippi, he was promoted, by

the Admiralty, to the command of the *Beagle* 16; which sloop, however, he never joined, having subsequently received orders from Sir Alexander Cochrane to continue in the *Shelburne*, and proceed to the New Providence station. His commission as commander bears date June 15th, 1814.

Early in Oct. following, Captain Hope received on board a large sum of money consigned to the Havannah, and was about to sail for that place, when Sir James A. Gordon arrived at New Providence, in the *Seahorse* frigate, to assume the command of a small squadron in the Gulf of Mexico. Finding that that officer was unacquainted with the set of the different currents in the Gulf of Florida, and that the commander of a small schooner who had come down to conduct him, could not get his vessel ready for sea in time, Captain Hope immediately offered to re-land the specie, and accompany him. In acting thus, he gave up a very considerable freight; but he has the satisfaction of reflecting that the *Seahorse* and transports were, at least on one occasion, saved from running on shore in the night, through his watchfulness and timely notice. After escorting them safely through the Gulf, he remained under the orders of Sir James, assisting in the blockade of different ports, and occasionally co-operating with the Indians and a detachment of marines at Pensacola, until the arrival of the expedition against New Orleans, when he received an appointment the nature of which will be seen by the testimonial he afterwards obtained from his commander-in-chief:

*“ Upper Harley Street, London, July 25th, 1815.*

“ Sir,—I have much pleasure in complying with the request of Captain David Hope, by transmitting to you, to be laid before the Lords Commissioners of the Admiralty, his memorial of services, which is accompanied by a copy of the testimony I had occasion to convey to their Lordships, of that officer’s meritorious conduct when serving under my command in the West Indies.

“ I should not omit to bring before their Lordships’ notice also, that when proceeding upon the expedition against New Orleans, Captain Hope volunteered to make himself useful in any way I might think proper, and, as one of my aide-de-camps, rendered me much assistance throughout this arduous campaign, in which he was nearly losing his life, by jumping into



the Pearl River to save a soldier of the 95th regiment, who would have been drowned but for the humane exertions of Captain Hope. I am, Sir, &c.

(Signed)

“ALEX. COCHRANE, Vice-Admiral.”

“*To John Barrow, Esq.*”

Commander Hope returned home in the *Ramillies* 74, Captain Sir Thomas M. Hardy, and was not again employed until his present Majesty came into office as Lord High Admiral, by whom he was appointed to the *Terror* bomb, intended for the Mediterranean station, Jan. 12th, 1828. Before he could join this ship, she had been stowed under the superintendence of the dock-yard officers at Portsmouth, and so completely crammed with stores as to render it necessary, on going out of harbour, to caulk in all her ports; the commissioner, Sir George Grey, refusing to allow any portion of them to be re-landed without orders from the Admiralty, and Commander Hope having positive instructions to sail without delay. In this encumbered state, he proceeded to sea on the 29th of the same month, trusting that he should soon cross the Bay of Biscay, and get into fine weather. On the 9th Feb., he took his departure from the *Lizard*, and after experiencing very bad weather, during which many stores were thrown overboard to save the ship from foundering, made the Rock of Lisbon on the 17th, with a fine breeze blowing from the N. W. On the following morning, the land near Cape St. Vincent was seen, bearing S. E. b. E., distant ten or twelve leagues. The wind suddenly shifted to S. b. W., and freshened fast. At 9, the *Terror* wore off shore, under close-reefed top-sails and fore-sail. At noon, it was blowing a perfect hurricane, but the ship was still under her main-top-sail and storm-stay-sails, in order, if possible, to claw off-shore. At 1-30 P. M., Captain Hope found it absolutely necessary to haul down the latter sails; and at 3, to take in the main-top-sail also, the wind having then shifted to W. S. W., with a most tremendous sea; the masts complaining, and the ship straining greatly. To steady her, the storm-stay-sails were again set, which had scarcely been effected, when a heavy sea made a clean sweep of every thing moveable on her

upper deck, tore a boat away from the larboard quarter, and ripped up the weather boards of the quarter deck. The whole of the ship's company were now busily employed in pumping and bailing, as leaks had been sprung in every direction, and the waves were making a fair breach over her.

At 8-30, the starboard quarter-boat and gallery were carried away, and two of the stern dead-lights forced in; the water at the same time gaining on the pumps. At 2 A. M., on the 18th, soundings were obtained in forty fathoms, and an attempt was made to wear; but in the act of doing so land presented itself on the lee-beam. As the last resource, both bower-anchors, with chain-cables attached, were let go in twenty fathoms; but many minutes had not expired before the starboard chain snapt, and the ship began to drive. The officers and ship's company conducted themselves on this awful occasion as became British seamen, obeying all orders as coolly and correctly as ever. The small-bower being instantly slipt, the courses were soon loosed and set, and in a few minutes the ship was run end on into a small sandy cove, between two rocks, and only just wide enough to receive her. In forcing her over a reef outside four planks on the broad-side were stove, and had it not been near high water she must then have perished, with all on board. The sea continuing to break over the ship in a most terrific manner, the officers and men were obliged to lash themselves in the fore-rigging until the tide fell; and at day-light they discovered that Providence had directed them to the only spot on a long range of steep rocky coast, where they could have been saved. A large English brig was then lying a total wreck, distant only two hundred yards, and about one thousand Portuguese were seen on the shore ready to march off with their approaching plunder. Captain Hope did all he could to induce them to lay hold of a line which he floated on shore, but none would come near until he commenced firing musketry among them. A sailor then swam to the beach, and, with the assistance of the natives, a hawser was hauled on shore and secured. About 27,000*l.* in silver and copper coin, for the use of the commissariat department at Malta, was first got on shore by

this hawser ; two long 6-pounders followed, and a battery was soon thrown up by the marine artillery-men, in the centre of which the money and some despatches for Sir Edward Codrington were safely deposited. A few light sails for tents, and a small quantity of provisions, were also hauled on shore before the tide began again to flow ; but it was not until noon that Captain Hope and his first lieutenant, Charles Hotham, left the ship, over which the waves were again breaking with great fury. On mustering the crew, only one man was missing, and he, it appears, had been washed overboard with the barge, under which his body was afterwards found on the rocks. On this melancholy occasion, a merchant brig from Liverpool, bound to Gibraltar, lost seven out of sixteen persons on board, including among the former Captain M'Ede, of H. M. 12th regiment, an officer's wife, and three children. Of the crews and passengers of two other vessels which drifted on shore near the Terror, not a single person was saved.

Immediately on landing, Captain Hope despatched his second lieutenant, Charles Henry Baker, and Sir William Dickson, a supernumerary officer of the same rank, to Lisbon, for the purpose of informing Lord Amelius Beauclerk, then commanding in the Tagus, of the unfortunate situation of the Terror. The lives of the master and crew of a merchant brig were subsequently saved through his exertions, and the intrepid conduct of Lieutenant Hotham, assisted by two men who were excellent swimmers.

In the course of a few days, Captain Hope and his companions were gratified with the sight of a frigate and a brig, which had been sent from Lisbon to their assistance. A considerable time, however, elapsed before they could even land a supply of provisions ; and so bad was the then appearance of the weather, that they were obliged to return to the Tagus, taking with them the specie, and leaving the Terror to her own resources.

During their continuance in the neighbourhood of Villa-nova-de-mille-fuentes, near which town the Terror had run ashore, a survey was held by the officers of the frigate and brig, who were of opinion that she could not be saved, and therefore



recommended her being sold. Captain Hope, however, duly considering the great expence that would be incurred in transporting her officers, men, and stores to England, resolved to make an effort for her preservation, and accordingly requested Lord Amelius Beauclerk to send him a frigate's anchor and two cables. This being complied with, the ship, after much labour and very extraordinary exertions, was, on the 17th March, hove bodily round, and got through a sandy passage, not much exceeding her own breadth, with only eight feet water at the highest spring-tide. During this operation, the casks which had been frapped to her bottom, by means of 3½-inch rope and bolts driven into her bends, were all stove and washed away by the surf, and when fairly afloat she made eight feet water an hour. On the following day she was run on shore in the harbour of Villa-nova-de-mille-fuentes, where the principal leaks were stopped, and the ship put into a condition to return home without escort, the whole expence incurred not exceeding one hundred pounds. From Lisbon she conveyed to Plymouth a number of Portuguese refugee noblemen, flying from the vengeance of Don Miguel.

On his arrival at the latter port, Captain Hope was sent for by the Lord High Admiral, then on a visit of inspection there, who presented him with an appointment to the Meteor bomb, intended to supply the place of the Terror, and was most graciously pleased to say, that he trusted he should soon be able to grant him the promotion which by his services he so well merited. The senior lieutenant and midshipman\* were immediately promoted for their exertions under his command.

On the 13th Sept. 1828, the Meteor sailed from Plymouth, accompanied by the Orestes and Britomart sloops, for the purpose of demanding the restoration of two merchant vessels captured by Barbary cruisers. This was at first refused; but on the port of Tangier being put in a state of blockade, the demand was complied with, and demurrage for their de-

---

\* Robert Cleugh.

tention allowed. In Jan. 1829, Commander Hope joined the Mediterranean squadron, under the orders of Sir Pulteney Malcolm, with whom he was serving when promoted to the rank of captain, Feb. 4th, 1830. He returned home in the *Asia* 84, Captain George Burdett.

*Agents*,—Messrs. Stilwell.

---

### GEORGE SCOTT, Esq.

WAS made a lieutenant in Sept. 1805; advanced to the rank of commander, for his gallant conduct as first of the *Phœbe* frigate, in action with an enemy's squadron, off Madagascar, by commission dated Mar. 24th, 1812\*; and advanced to his present rank, Feb. 12th, 1830.

---

### WILLIAM BOHUN BOWYER, Esq.

WAS made a lieutenant in May 1810, commander in Jan. 1823, and captain, Feb. 17th, 1830; previous to which he had been employed as an inspecting officer in the coast guard service, at Southampton, Lymington, Fowey, and Exmouth. He married, in May, 1819, Frances, daughter of the late Captain Beck, an officer in the service of the Hon. East India Company.

---

### FREDERICK THOMAS MICHELL, Esq.

WAS long a follower of Sir Edward Pellew (now Viscount Exmouth), and has the reputation of being a most daring, gallant officer. He was made a lieutenant in May, 1807, and commanded the battering flotilla attached to the squadron under his patron, at the battle of Algiers. He was advanced to the rank of commander on the 16th Sept. 1816; and of captain, Feb. 17th, 1830. His wife is the youngest daughter of the late Mr. Prideaux, of Wadebridge House, near Truro, in Cornwall.

---

\* See Vol. II. Part II. p. 833 *et seq.*

### THOMAS EDWARD HOSTE, Esq.

BROTHER to the late Captain Sir William Hoste, Bart. and K. C. B., under whom he appears to have served his time as midshipman, on board the *Amphion* and *Bacchante* frigates. On the 27th Aug. 1809, he was employed in the boats of the former ship, at the capture of an enemy's convoy, in the port of Cortelazzo, situated between Venice and Trieste. On the 29th of June in the following year, he assisted in capturing and destroying sixteen vessels laden with naval stores, in the harbour of Groa. On the 13th Mar. 1811, he was wounded in action with a squadron of French frigates, near Lissa. On the 6th Jan. 1813, he bore a conspicuous part at the capture of three gun-vessels, near Otranto. And, on the 12th June, he distinguished himself in a successful attack upon ten gun-vessels and fourteen sail of merchantmen, on the coast of Abruzzza. His promotion to the rank of lieutenant took place July 4th, 1814; he obtained a commission as commander in Jan. 1826; and was made a captain Feb. 26th, 1830.

*Agent*,—C. Clementson, Esq.

---

### RICHARD FREEMAN ROWLEY, Esq.

ENTERED the royal navy in Feb. 1819; obtained a commission in May, 1825, served nearly two years as flag-lieutenant to Sir George Martin (commander-in chief at Portsmouth), and was promoted immediately he became eligible. His next appointment was, Jan. 14th, 1829, to the *Badger* of 10 guns, in which sloop he successively served on the Plymouth, North Sea, and Cape of Good Hope stations, until advanced to the rank of captain, Feb. 26th, 1830. On his leaving the *Badger*, the officers and crew presented him with a handsome piece of plate, "as a lasting testimonial of their esteem, and an expression of their gratitude for the happiness they had experienced under his command."

---



### COURTENAY EDWARD W. BOYLE, Esq.

Son, we believe, of Commissioner the Hon. Courtenay Boyle, R. N. He was made a lieutenant in Dec. 1821, a commander in Dec. 1826, and captain May 27th, 1830.

---

### ROWLAND MAINWARING, Esq.

Is descended from an ancient Staffordshire family (of which he is an elder branch), settled for many centuries at Whitmore Hall, near Newcastle-under-Lyne. He entered the royal navy in 1795, under the patronage of Sir John Laforey, and continued to serve in the flag-ship of that officer until his demise, which took place when returning from the West Indies to England, June 14th, 1796. He was also on board the *Majestic* 74, at the celebrated battle of the Nile, after which, in consequence of his captain having been killed, he was removed into the *Thalia* frigate, commanded by Lord Henry Paulet, under whom he completed his time as midshipman.

In Dec. 1801, Mr. Mainwaring was appointed lieutenant of the *Harpy* sloop, Captain Charles William Boys; an officer who had lost a leg on the memorable 1st of June, 1794, and who was cut off in the prime of life, while commanding the *Statira* frigate, on the Halifax station, Nov. 17th, 1809.

Mr. Mainwaring's subsequent appointments were, to the *Leda* frigate, Captain Robert Honyman; the *Terrible* 74, Captain Lord H. Paulet; and, as first lieutenant, to the *Narcissus* and *Menelaus* frigates, in which latter ships he was most actively employed, off Brest, in the Bay of Biscay, on the coast of Portugal, in the West Indies, and on the southern coasts of France and Spain, under the successive commands of Captains Charles Malcolm, the Hon. Frederick W. Aylmer, and Sir Peter Parker, Bart., until some time after his promotion to the rank of commander, by commission dated Aug. 13th, 1812. On the 18th Aug. 1807, he assisted in capturing the Spanish national schooner *Cantela*, pierced

for twelve guns; and, in April, 1809, we find him present at the reduction of the Saintes, near Guadaloupe\*. The services in which he participated between July 1809 and Dec. 1810 have been stated in our memoir of Captain Aylmer †. The following is the copy of an official letter written by Sir Peter Parker, who was formerly his messmate in the Leda:—

“ *H. M. S. Menelaus, off Villa Francha, Mar. 1st, 1812.*

“ Sir,—I feel great pleasure in acquainting you of the capture of a beautiful French brig, on her first voyage, named the *St. Joseph*, from Genoa, laden with naval stores for the arsenal at Toulon. This service was performed last night, by Lieutenant Rowland Mainwaring, first of the *Menelaus*, in a masterly manner, near the Bay of Frejus, where the *St. Joseph* was moored within pistol-shot of a battery flanked by another; also by musketry from the shore. The judgment and ability shewn by Lieutenant Mainwaring, an old and meritorious officer, added to the enthusiastic spirit displayed by the officers and men, who gallantly seconded him in this affair, was such as to call forth my admiration and respect, and no doubt will be duly appreciated by you, more particularly as from the style in which the enterprise was conducted, I am afforded the gratification of forwarding this report, without subjoining a list either of killed or wounded. I have the honor to be, &c.

(Signed)

“ PETER PARKER.”

“ *To Captain John Tower,  
H. M. S. Curaçoa.*”

The *St. Joseph* was pierced for sixteen guns, but had none mounted. One of the batteries on shore suffered severely from the fire of the launch of the *Menelaus*.

On the 27th of April following, while off Toulon, the *Menelaus* was approached by two French frigates, one of them of the largest class, and both under a press of sail. The British ship lay-to and cleared for action; but to the great surprise of all on board, the enemy's hauled their wind when nearly within gun-shot, and ignominiously declined giving battle. In the ensuing month, Sir Peter Parker reported as follows:

“ *H. M. S. Menelaus, 18th May, 1812.*

“ Sir,—I have the honor to enclose the reports of the in-shore squadron, since my last return, by the *Imperieuse*. The enemy, you will ob-

\* See Vol. II. Part II. p. 745.

†. See *id.* p. 948 *et seq.*

serve, have been reinforced by a frigate from the westward, but are otherwise in the same state; one three-decker, with fore and main-top-masts struck, in the outer harbour, being the only difference; and one two-decker, apparently new, I conclude has come from the inner road.

“ While writing this, the enemy came out, twelve sail of the line and seven frigates. A line-of-battle ship and two frigates were sent in chase of H. M. squadron\*; the rest of their fleet edging down towards the chasing ships. My object was to lead them to leeward; but the Pelorus sailing badly, her fate now became doubtful; when the ships under my orders shortened sail, and hoisted their colours. The enemy, seeing our determination not to part with H. M. brig, relinquished the chase.

“ I trust this little affair will appear as creditable to H. M. arms, as disgraceful to the enemy. Suffice it to say, nothing could exceed the exemplary conduct of all ranks and classes in the squadron.

“ My acknowledgments are particularly due to the Hon. Captain Cadogan, and Captains Mounsey and Rowley; and I trust I may be permitted once more to mention the attention and assistance which are ever afforded me by Lieutenant Rowland Mainwaring. I have the honor to be, &c.

(Signed)

“ PETER PARKER.”

“ *To Vice-Admiral Sir Edward Pellew.*”

“ *May 30th, 1812.*”

“ Sir,—I have the honor to inform you, that, on the morning of the 29th instant, an enemy's frigate and brig were discovered in Hières bay, steering with the wind easterly, for the Petite Passe, evidently with the intention of getting into Toulon; but, on seeing H. M. ship under my command make sail to cut them off, and having answered signals from their commander-in-chief in that harbour, they took in their studding-sails, and hauled to the wind, until the French fleet, consisting of eleven sail of the line and six frigates, came out of port, causing the frigate and brig to bear up and join them.

“ Although, from the superior force I now had to contend with, I could not flatter myself with much prospect of success, yet I considered it my duty to bring them to action, which was done close under the batteries of Escambron. The Menelaus was necessarily exposed to a warm and raking fire, going in, and some time elapsed before it was returned. Soon after, however, I had the mortification to see our fore-top-mast shot almost in two; and thus I was obliged to relinquish the idea of attempting any thing farther, and am indebted to the superior sailing of the ship, and the extraordinary conduct of the enemy, for greater ills not

---

\* Menelaus, Havannah, and Furieuse, frigates, and Pelorus brig, of 18 guns.



befalling us ; for, independent of the inability of carrying sail on the tottering top-mast, we appeared as it were surrounded ; the enemy's ships being to leeward, and the advanced ship of the line, after firing her broad-side, having tacked and stood in ; added to which, Rear-Admiral Hallowell's squadron was so far to leeward as not to afford a hope of any assistance from him ; and our fleet only to be seen from the mast-head.

“ As this affair took place under the enemy's batteries, at the mouth of their harbour, I trust that notwithstanding the unfortunate circumstances attending, to foil our endeavours, I may be permitted to speak, in terms of admiration, of the gallantry and good conduct of Lieutenant Mainwaring, which was only equalled by that of my other officers and the ship's company. Our damage is confined to masts, sails, and rigging. I have the honor to be, &c. (Signed) “ PETER PARKER.”

“ *To Vice-Admiral Sir Edward Pellew.*”

In July following we find the *Menelaus* cruising on the coast of Italy, and Sir Peter Parker reporting the capture of the French xebec *la Paix*, mounting two long 6-pounders, with a complement of thirty men, “ under circumstances peculiarly honorable to Lieutenant Mainwaring, who boarded and brought her out from within pistol-shot of the towers of Terracina, under a galling fire. If any thing from my pen,” continues Sir Peter, “ could do justice to his merit, I would write it with pleasure, but that I feel to be impossible. The *Menelaus* was anchored well within range of the batteries ; the distance, however, in consequence of the shoal water, prevented her fire being of that effect, against such strong defences, which was intended. I have to regret one seaman killed by a grape-shot.”

During the night of Sept. 2d, 1812, the French letter of marque *St. Esprit*, pierced for twelve guns, but with only two six-pounders mounted, was cut out from the river Mignone, near Civita Vecchia, under a heavy fire from the batteries. This service was performed in a calm, without loss, and in a manner “ highly creditable to Lieutenant Mainwaring,” by whom the boats were again commanded. Sir Peter Parker's next official report was to the following effect :—

“ The port of Mejan, in the bay of Marseilles, was attacked by the *Menelaus* yesterday afternoon (Sept. 17th, 1812). The detachment of boats, under Lieutenants Mainwaring and Yates, burnt the vessels in the

harbour, while Lieutenant Beynon, R. M., and Mr. James Saunderson, master's-mate, dislodged the enemy, and destroyed the custom-house and magazines. Never was gallantry more conspicuous than in the officers and men on this service, and I beg to recommend them to your favorable notice. Lieutenant Yates, an active and promising officer\*, I regret to add, was unfortunately killed, with one seaman and five marines wounded. The loss of the enemy was very considerable."

"*To Sir Edward Pellew, Bart., &c. &c.*"

After commanding for some time the *Gorgon 44*, armed *en flûte*, at Port Mahon, the subject of this memoir was successively appointed acting captain of the *Edinburgh 74*, *Undaunted* and *Euryalus* frigates, and *Caledonia* first-rate, the latter ship bearing the flag of Sir Edward Pellew. He was subsequently placed by that officer in the *Kite* sloop, and sent to the Archipelago, where he destroyed a French privateer, rescued a valuable merchantman which she had captured, and obtained from the Bey of Salonica a promise, that in future no vessels of the same description should be equipped in his harbours. He afterwards commanded the *Paulina* sloop, in which he obtained restitution of two merchant vessels, taken by an American privateer and carried to Tripoli, where he remained watching the enemy until the final cessation of hostilities, thereby preventing her from giving any further annoyance to the British trade in the Mediterranean. The *Paulina* was paid off, at Deptford, towards the close of 1815, from which period we find no official mention of her late commander, until his advancement to the rank of captain, July 22d, 1830.

This officer married, first, in Jan. 1811, Sophia Henrietta, only child of the late Major William Duff, of H. M. 26th regiment, and daughter-in-law to Captain George Tobin, R. N., C. B. Secondly, in 1827, Eliza, daughter of the Rev. M. J. Hill, rector of Snailwell, in Cambridgeshire. His son, Rowland Mainwaring, midshipman of the *Warspite 76*, died at Port Jackson, of dysentery, Oct. 27th, 1826.

*Agents*,—Messrs. Stilwell.

---

\* Son of Purser Thomas L. Yates, R. N.

## JOHN WYATT WATLING, Esq.

Is a native of Leominster, co. Hereford, and maternally descended from the family of Sir Thomas Wyatt, who was beheaded in the reign of Queen Mary, for leading an insurgent force into London\*.

This officer was born in 1787, and, being related to several ship-owners, went first to sea in the merchant service, with the view of ultimately becoming master of a Jamaica trader; but his friends conceiving that they had interest sufficient to bring him forward in the royal navy, he was induced, early in 1801, to embark as midshipman on board the *Veteran* 64, Captain Archibald Dickson, under whom we find him serving in the expedition against the Northern Confederacy, so happily dissolved by the heroic Nelson's attack upon the line of defence before Copenhagen. He subsequently served under Captains Edward Fellowes, Charles Brisbane, and Edward Brace, in the *Acasta* 40, *Goliah* 74, and *Iris* and *Virginie* frigates. In June, 1808, he passed his examination, and was immediately appointed to act as lieutenant of the *Hero* 74, Captain James Newman Newman. His promotion to that rank took place on the 22d Sept. following; and, in the ensuing month, he appears to have been removed to the *Sirius* frigate, Captain Samuel Pym, then about to sail for the Cape of Good Hope station. On the 21st Sept. 1809, he assisted at the capture of St. Paul's, in the island of Bourbon, on which occasion la *Caroline* French frigate was taken, and much valuable British property rescued from the enemy †.

His subsequent services in the same neighbourhood are thus officially certified:

“ Considering the conduct of Lieutenant John Wyatt Watling, during

---

\* After the death of Sir Thomas, and the consequent confiscation of his property, his eldest son retired to the neighbourhood of Monmouth; but his descendants settled at and near Hereford.

† See Suppl. Part II. p. 142 *et seq.*



the time he served in H. M. S. Sirius under my command, deserving my particular approbation, I do hereby certify, that he had charge of the beach in landing Lieutenant-Colonel Frazier with his brigade from that ship, at the attack of the Isle of Bourbon, composed of the whole of the 86th regiment, a large party of artillery, parts of two regiments of sepoys, and fifty pioneers, amounting together to 950 men, with howitzers and ammunition, not any part of which was injured; and that in the space of less than two hours and a half the whole were landed and on their march; and that the said Lieutenant Watling, and the seamen under his orders, *did their duty in an astonishing fine style*, though not without great personal risk, in saving the soldiers, and keeping the ammunition dry, from the heavy surf, and rolling stone beach. That, with the small-arm men, he afterwards executed my orders in keeping possession, during the night, of the heights between the town of St. Paul's and Colonel Frazier's rear, by which he prevented any reinforcements being sent from the former to St. Denis. He also drove in all their sharp-shooters, and took several cavalry horses. A service rendered of great importance in consequence of a total failure in the landing attempted to be effected to windward by the commodore and the rest of the squadron, with the three brigades under Lieutenant-Colonels Keating, Campbell, and Drummond, and by which the surrender of the island was effected on the following day, before Lieutenant-Colonel Keating had joined Lieutenant-Colonel Frazier\*.

(Signed)

“S. PYM.”

Shortly after this event, Captain Pym, then cruising off the N. W. end of the Isle of France, sent his boats, under the command of Lieutenants Norman and Watling, to cut off a deeply laden three-masted schooner; which vessel, however, succeeded in getting into an intricate narrow passage, between reefs of coral, and was run aground by her crew within 200 yards of the shore, where she was protected by a large military force, and one or two field-pieces on the beach. Notwithstanding this opposition, the boats pushed on, the pinnace, under Lieutenant Watling, taking the lead, and succeeded in boarding and setting the vessel on fire. By the time her destruction was effected, the tide had ebbed so considerably as to preclude the possibility of the boats returning through the same channel by which they had approached the schooner, and their only alternative was to force a passage in another direction, exposed at a very short range to the fire

\* See Suppl. Part II. p. 153 *et seq.*

of the soldiers and other persons on land. On this occasion, the pinnace, keeping in-shore of the other boats, to cover them as much as possible, unfortunately took the ground, when many Frenchmen waded off and attempted to carry her by boarding; but the reception they met with was so warm, that such as were not wounded soon retreated again, bearing off with them several apparently lifeless bodies. In the pinnace, a midshipman was dangerously wounded, and a sailor slain; the only loss sustained by the British boats, all of which succeeded in making good their retreat, though for some time under a galling fire. Lieutenant Watling's conduct on this occasion is said by Captain Pym, to have "done him great credit;" and at the successful attack afterwards made upon l'Isle de la Passe, it "was truly gallant\*." He there appears to have had a miraculous escape,—for while in the act of leading on his men, after scaling the first breast-work, he was about to spring down, when a French soldier, who had previously crouched under the wall, rose and presented at him his musket, with fixed bayonet. Stopping, however, to take deliberate aim, the enemy afforded Mr. Watling an opportunity to jump over him, and thereby escape both lead and steel; but a poor fellow immediately behind was caught by the point of the bayonet, and literally run through the body: the soldier soon paid for his temerity, being killed on the spot. In this affair, Mr. Watling was also personally engaged with a French officer, second in command, whom he obliged to surrender.

Immediately after the capture of l'Isle de la Passe, Lieutenant Watling proceeded with the boats of the *Sirius* into Port Sud-Est, for the purpose of attacking a ship of 18 guns and 60 men, bound to Madagascar for slaves. On the approach of the boats, this armed ship cut her cable, and, having a fresh breeze and fair wind for the purpose, ran on a coral reef, under the protection of the land batteries, where she was afterwards broke up, the enemy finding it impossible ever to get her afloat.

---

\* See Vol. III. Part I. pp. 238—241.

On the 21st Aug. 1810, Lieutenant Watling and Mr. John Andrews, midshipman, in two small boats, containing between them only nine men, with no other weapons of offence than the stretchers, followed a large ship into Riviere-Noire, and there attacked and carried her, under the fire of several formidable batteries. She proved to be the Windham East Indiaman, of 30 guns, recently captured by a French squadron, and then in charge of a lieutenant de vaisseau, whose prize-crew consisted of not less than thirty men, several of whom were wounded by the fire from the shore, after they had ceased to resist their assailants. Of this very gallant exploit, we can find no official account, beyond a passage in a letter to the Admiralty, from Commissioner Shield at the Cape of Good Hope, stating that the Windham had been recaptured by the Sirius.

During the subsequent disastrous attack made by the Sirius and three other frigates, upon a French squadron in Port Sud-Est, Lieutenant Watling was the bearer of most of the orders issued by the senior officer to his brother-captains; and at the termination of that unfortunate business, he nearly lost his life in taking measures for ensuring the speedy destruction of the Sirius\*, having gone below and opened the magazine doors after every other person had abandoned her, and only regained the deck at the moment when the flames, recently kindled by Captain Pym and himself, were bursting forth in all directions, and the last boat was actually pulling away, the people in her supposing that he had fallen a sacrifice to his devotedness and zeal.

After the blowing up of the Sirius, Lieutenant Watling volunteered to convey Captain Pym's despatches to Isle Bourbon, a distance of 140 miles; and at 8 P. M. Aug. 25th, he was accordingly sent thither in the pinnace with nine men. A French brig, l'Entreprenante, then cruising off Port Sud-Est, gave chase to him; but, by pulling in-shore among the breakers, he adroitly escaped from her, and landed at St. Denis on the 27th, about 2 A. M. Immediately on his

---

\* See Suppl. Part II. p. 164 *et seq.*



arrival, he was ushered into the presence of the governor, R. T. Farquhar, Esq., who without delay summoned a Council, whereat it was first proposed and decided on, in consequence of the annihilation of nearly the whole British naval force off the Isles of France and Bourbon, to equip the *Windham* as an auxiliary ship of war, and to place her under the command of Lieutenant Watling, who, as was observed at the time, had merited such an appointment by his gallantry in recapturing her. On a farther consultation, however, it was decided that he would render a more essential service by proceeding direct to India, and giving such information as might probably prevent many other valuable ships from being captured. An American prize-schooner was instantly assigned for this purpose; and after receiving a present of £200 from the Government of Bourbon, he sailed for Madras with despatches, and the following recommendatory letter:—

“*St. Denis, 29th Aug. 1812.*”

“Sir,—Permit me to recommend to your Excellency’s notice and consideration, Lieutenant Watling, late first of the *Sirius*, a most gallant, active, and enterprising officer, who is now in command of the *Egremont* schooner, purchased by this Government, and manned by a party of the *Sirius*’s late ship’s-company. The vessel is copper-fastened, sails remarkably well, and is in every respect one of the completest ever built. I have the honor to be, &c. (Signed) “R. T. FARQUHAR.”

“*To H. E. Vice-Admiral Drury,*  
*&c. &c. &c.*”

On board the *Egremont*, Lieutenant Watling was subject to great privation, having quitted Isle Bourbon in such haste as not to admit of his obtaining either apparel, bedding, or any other article of comfort; but on his touching at Columbo, in Ceylon, he was most kindly furnished by the late Sir Thomas Maitland, with linen of every description, wine, and other necessaries, from the General’s own stock, and for which the latter would not accept any remuneration. On his arrival at Madras, he was presented by the Governor and Council of that presidency with another sum of £200, in testimony of their approbation of the services he had rendered to the Hon. East India Company.

After refitting his schooner, Lieutenant Watling sailed for

Rodriguez, charged with despatches, and a letter of which we shall here give the copy :—

“ *Madras, 4th Oct. 1810.* ”

“ My dear General,—This will be delivered to you by Lieutenant Watling, R. N. He was first of the *Sirius*, and engaged in the capture of *l’Isle de la Passe* : he boarded and recaptured the *Windham*, under the batteries near the *Rivière Noire* :—he was in the *Sirius* in the gallant, though unfortunate action, which took place in *Port Sud-Est* ; after which he undertook, at very great hazard, and with much address, to convey the despatches of Captain Pym, in an open boat, to *Bourbon* ; and then took the command of a schooner fitted up by Mr. Farquhar, in a few hours, having no other officer, nor any assistance but what he derived from the common sailors on board. He brought the *Egremont* to *Madras*, under these circumstances ; and is now preparing, at my suggestion, to return, I fear in little better state, to *Rodriguez*, where his intimate acquaintance with the *Isle of France*, his intrepidity and readiness to promote the public service, must render him extremely useful : I am sure I need not recommend him to that attention from you which the army is always anxious to shew their naval brothers in arms. I remain, my dear General, yours most faithfully. (Signed) “ G. HEWETT, Lieutenant-General.”

“ *To the Hon. Lieutenant-General Abercrombie.* ”

On his arrival at *Rodriguez*, where an expedition was then preparing for the reduction of the *Mauritius*, Lieutenant Watling was suffering from fever, which had reduced him so much that he could not quit his cot. When sufficiently recovered to do so, he was sent for by Vice-Admiral Bertie, who, on the quarter-deck of the *Africaine* frigate, publicly informed him that he much regretted the state of his health was reported by the medical men to be such as would preclude the possibility of his accompanying the forces, to whom his intimate knowledge of the coast about to be invaded might otherwise prove of great benefit ; but that, on the surrender of the French colony, he would promote him to the command of a ship, in testimony of his meritorious conduct. He was then sent to sick-quarters at *Bourbon*, where Governor Farquhar, in consideration of his former exertions and services, appointed him to the situation of port-captain. He subsequently proceeded to the *Mauritius*, where the same gentleman gave him the command of a large American prize schooner, destined to convey important despatches to the

Secretary of State for Colonial Affairs, and others to the Hon. Court of Directors. During the equipment of this schooner, and while still extremely unwell, he saved from a wreck, near Port Louis, the wife of a major in the army, and fifteen other persons. Being informed that a ship was cast away in approaching that harbour, during a perfect hurricane, and that the senior officer had made the signal for boats, *if possible*, to render assistance, he quitted his cabin, regardless of illness and debility, and departed in a four-oared gig for the coral reef on which she had grounded, where such a tremendous sea was breaking over her, that not another boat would attempt to approach it. To the astonishment of thousands of persons who lined the shore, he placed his gig in such a situation as to be thrown by the waves over the reef, then pulled up alongside the wreck, and took out the lady, who had been supplicating in the most pathetic manner, amidst universal acclamations. Three times did he return to the wreck before all on board could be rescued; and, singular as it may appear, he never received the least assistance from any other boat. There is in existence a painting of this heroic achievement, copied by Pringle from a drawing by an officer who witnessed the scene; and we need scarcely add, that the conduct of Lieutenant Watling was highly eulogised by all in authority at Port Louis, as well as by the public press. On the 14th Feb. 1811, he was thus officially addressed:—

“ Sir,—Previous to your departure for Europe, in command of the Wellesley packet, I am directed to convey to you, in this public document, the entire satisfaction and approbation of His Excellency the Governor, as to the uniform propriety of your conduct, during the time you have acted under his immediate orders and authority.

“ In taking charge of the important despatches conveyed to India by the Egremont schooner, immediately after your escape from the disastrous result of the gallant but unsuccessful attack on the enemy’s frigates in Grande Port, you rendered essential service to these colonies and to your country; and your subsequent conduct has been marked with the same spirit of cheerful activity and zeal in the public cause.

“ In conveying to you this tribute of the Honorable the Governor’s approbation, as to the general tenor of your conduct, he is happy to do justice at the same time to the particular act of heroism and humanity which



has recently distinguished your character, by the hazardous and successful attempt on your part to save the lives of a female passenger and the crew of a vessel that had been wrecked while entering this harbour.

“To the gallant perseverance of yourself, and others of your countrymen, in the cause of humanity, the human beings in question were preserved from *apparently inevitable destruction*, and conveyed in safety to shore, through a heavy and tremendous surf. The Honorable the Governor has accordingly every satisfaction in thus distinctly recording his public acknowledgments and approbation on so interesting an occasion. I have the honor to be, &c.

(Signed) “A. BARRY, Chief Secretary to Government.”

“To Lieutenant J. W. Watling, R. N.,

*Commanding the H. C. packet Wellesley.”*

This officer's next appointment was, in Dec. 1811, to the Aquilon 32, Captain William Bowles, under whom he served as first lieutenant, on the North Sea station, until June, 1812; when, on a representation of his services being made to Viscount Melville, he was directed to proceed, on half-pay, to the Cape of Good Hope, where he remained a considerable time without the least prospect of promotion. His commission as commander bears date Dec. 1st, 1813; but even then he was not called into service. In June 1815, we find him fitting out the Volcano bomb, which vessel was paid off in the month of Sept. following. He then received an appointment to command the Julia sloop, destined to form part of the St. Helena squadron; from which station he was soon obliged to return home, for the recovery of his health, passenger on board an East Indiaman. He was afterwards employed as an inspecting commander of the coast guard; and advanced to the rank of captain, July 22d, 1830. His wife, who died in Mar. 1830, was the daughter of Philip Grubb, of Highgate, co. Middlesex, Esq.

*Agents*,—Messrs. Goode & Clarke.

---

### RICHARD PRIDHAM, Esq.

Is a burgess and common councilman of Plymouth. He obtained the rank of lieutenant Jan. 2d, 1798; served as such on board the Centaur 74, bearing the flag of Rear-Ad-

miral J. R. Dacres, in *Hamoaze*, during the peace of Amiens; and was first of the Hussar 36, Captain Philip Wilkinson, when that frigate was wrecked near Brest, and the majority of her officers and crew made prisoners, in Feb. 1804.

Ten years elapsed before Mr. Pridham regained his liberty. He was made a commander on the 15th June, 1814; appointed to the *Prince Frederick*, receiving-ship, Nov. 4th following; to assist in superintending the Ordinary at Plymouth, in 1816; to be an inspecting commander in the preventive-water-guard service, in 1819; to command the *Zebra* sloop, fitting out for the East India station, Jan. 25th, 1829; and promoted to the rank of captain, July 22d, 1830. He married, in Mar. 1801, a Miss Glanville, of Plymouth.

*Agents*,—Messrs. Cooke, Halford, & Son.

### JOHN LYONS, Esq.

BROTHER to Captain Edmund Lyons, Knight of St. Louis, whose gallant services we have recorded in Suppl. Part III.

This officer was made a lieutenant in Dec. 1805; and commanded a detachment of seamen landed from the *Montagu* 74, to assist at the reduction of St. Maura, in Mar. and April 1810. He subsequently followed his captain (the present Rear-Admiral Moubray, C. B.) into the *Repulse* 74, also on the Mediterranean station. At the close of the war with France, in 1814, he was serving on board the *Ville de Paris* 110, bearing the flag of Sir Harry Neale; and since the peace he has commanded the *Jaseur* sloop, on the Cape of Good Hope station. His commission as commander bears date June 27th, 1814; and as captain, July 22d, 1830.

### PHILIP WESTPHAL, Esq.

Is descended from the Counts Von Westphal, one of the most ancient aristocratic families in the German empire. His grand-father was a judge of one of the principal Imperial courts of judicature; and his great-uncle, a dignitary of the

Hanoverian church, preceptor to H. R. H. the late Duke of Kent; under whose auspices he entered the naval service, in 1794, as midshipman on board l'Oiseau frigate, Captain (now Admiral) Robert Murray, whom he followed into the Asia 64, on the Halifax station, where the latter ship bore the flag of Vice-Admiral George Vandeput, from the end of 1798 until the death of that veteran, in the year 1800.

After passing his examination, Mr. Philip Westphal joined the Blanche frigate, Captain (now Sir Graham Eden) Hammond, under whom he bore a part at the sanguinary battle of Copenhagen, April 2d, 1801; on which memorable occasion, the Blanche occupied a station originally intended for a ship of the line, and sustained a loss of seven men killed and nine severely wounded\*.

Immediately after this conflict, Mr. Westphal was promoted into a death vacancy, and appointed to the Defiance 74, Captain R. Retalick, in which ship he continued until paid off after the treaty of Amiens. His next appointment was, about Nov. 1802, to the Amazon 38, Captain (now Rear-Admiral) William Parker; and on the 16th July, 1803, he assisted in capturing the French privateer le Felix, of 16 guns and 96 men.

The Amazon formed part of the gallant squadron with which Nelson pursued the combined fleets of France and Spain to and from the West Indies †. On the 12th Sept. 1805, she captured a Spanish privateer, of 24 guns and 160 men, to the westward of Scilly. On the 13th Mar. 1806, she compelled la Belle Poule, French frigate, of 40 guns and 320 men, to surrender, after an action of nearly two hours and a half, during which her first lieutenant (Richard Seymour), the second lieutenant of marines (Edward Prior), and two men were killed, and six others wounded ‡.

On the death of Mr. Seymour, the subject of this memoir became senior lieutenant of the Amazon; and his gallant and

---

\* See Vol. II. Part I. p. 173.

† See Vol. I. note at p. 589, *et seq.*

‡ See Vol. II. Part I. p. 439, *et seq.*



skilful conduct in the action with *la Belle Poule* was so sensibly felt and truly represented by Captain Parker, that on the prize being manned by the squadron under Sir John Borlase Warren, he was appointed to *command* her as *acting captain*. This would have ensured his promotion to at least the rank of commander, but unfortunately for himself he was considered too able an assistant to be immediately parted with.

On the return of the squadron into port, Captain Parker received a roving commission from his uncle the Earl of St. Vincent, then commanding the Channel fleet; and he advised Lieutenant Westphal not to push his claim until the end of a cruise from which so much was to be expected; assuring him that on their return he would take care to secure him, not only advancement, but also an active appointment. This there would have been no difficulty in his accomplishing had the Earl of St. Vincent continued afloat, and his political friends in power; but during the *Amazon's* absence the former struck his flag, and the latter went out of office. Mr. Westphal consequently remained as first lieutenant of that ship until she was paid off in 1812. During this period of nearly six years, he repeatedly distinguished himself in action with the enemy, on the coasts of France and Spain, particularly in June 1811, when he commanded the boats of the *Amazon* at the capture and destruction of a French convoy near the Penmarks\*. On the 21st Mar. 1812, he was appointed senior lieutenant of the *Junon* 46, Captain James Sanders; in which ship we find him very actively and successfully employed on the Halifax station †. On the 29th July, 1813, he commanded the boats of the *Junon* and *Martin* (sloop) at the capture of an American gun-vessel, mounting two long guns (one a 32-pounder), with a complement of 35 men. The circumstances under which this service was performed were most highly honorable to his zeal for the honor of the British flag, but it is not at present in our power to enter into any

---

\* See Vol. II. Part I. p. 440.

† See Vol. II. Part II, p. 643 *et seq.*

farther particulars than those already given under the head of Captain Humphreys Fleming Senhouse\*.

Mr. Westphal's promotion to the rank of commander took place June 13th, 1815; from which period he remained on half-pay until Jan. 22d, 1829, when he was appointed to the Kent 78, then about to be commissioned by Captain John Ferris Devonshire, and stationed as a guard-ship in Hamoaze †. His commission as captain bears date July 22d, 1830. This officer's younger brother, George Augustus Westphal, obtained post-rank in Aug. 1819, and has since received the honor of knighthood ‡.

*Agents*,—Sir F. M. Ommamney & Son.


### BERNARD YEOMAN, Esq.

Is a son of the late Henry Walker Yeoman, Esq. (a gentleman possessed of considerable landed property in the neighbourhood of Whitby, co. York), by Anne, daughter of General John Hale, of the family of Hale, settled at King's Walden, in Hertfordshire. His maternal great-grandfather was William Chaloner, of the Priory, Gisborough, co. York, Esq.; and one of his mother's sisters is the wife of Lord Dundas.

This officer was born at Whitby, Aug 1st, 1792; and appears to have commenced his naval career, Oct. 1st, 1805, under the patronage of the Earl of Mulgrave, as midshipman on board the Quebec 32, Captain (now Rear-Admiral) the Hon. George H. L. Dundas; whom he followed into the Euryalus 36, and sailed with for the Mediterranean station early in 1806. The manner in which that frigate was employed between this period and the summer of 1811, has been stated in Vol. II. Part I. p. 421 *et seq.*; and by referring to p. 320 of Suppl. Part III. the reader will perceive that Mr. Yeoman's "good conduct" in a gallant and successful

\* See Suppl. Part III. p. 406 *et seq.*

† See Addenda .

‡ See .

night attack, made by four boats upon two large Danish transports and a national vessel of two long 18-pounders and 64 men, moored within half pistol-shot of a three-gun battery and numerous troops on shore, June 11th, 1808, was "particularly mentioned by Lieutenant Head," (who commanded on the occasion) and duly reported by Captain Dundas, whose official letter was gazetted.

On the 6th Feb. 1812, Mr. Yeoman was promoted into the *Acasta* frigate, Captain Alexander Robert Kerr, under whom he served as lieutenant on the North American station, and was most actively employed in annoying the enemy's coast and trade. His commission as commander bears date June 15th, 1815. In Sept. 1818, he was appointed to the *Britomart* sloop; and on the 5th Dec. following, to the *Wolf*; which latter vessel formed part of the royal escort when his late Majesty visited Ireland, in the year 1821. Whilst thus employed, Commander Yeoman had the distinguished honor of frequently dining with the King, on board his yacht; and when at Dublin, he lived with the household, attended the monarch to all public places which he visited, and was in fact considered as forming part of the royal suite; yet, strange to say, a *junior* as well as a senior commander of the same squadron, received immediate promotion for that service; whereas he was soon afterwards paid off, and not advanced to the rank of captain until July 22d, 1830. Had he been fairly dealt with, his commission would bear date Jan. 29th, 1822, the same as those of Sir Charles Burrard and Captain W. J. Mingay.

In June, 1827, the subject of this sketch was appointed Inspecting Commander of the Lymington district of Coast Guard; and during the three years in which he was thus employed, he succeeded in entirely suppressing smuggling on that part of the coast, where it had formerly prevailed to a very considerable extent. In the beginning of June 1830, he received the following letter from his Comptroller-General:

"Sir,—I have to acknowledge the receipt of your secret letter of the 30th ultimo, explaining the mode of smuggling silks practised by the egg-



vessels at Portsmouth, and to acquaint you that it has been laid before the Board, by whom your zeal and exertions on this occasion are fully appreciated. I am, Sir, &c.

(Signed)

“ W. M. BOWLES.”

“ To Captain Yeoman, R. N., &c.”

In addition to this acknowledgment of an important discovery, by which, we have reason to believe, the public revenue was considerably benefited, the Commissioners of H. M. Customs were pleased to present Commander Yeoman with the sum of one hundred pounds. In answering an application from the friend of a candidate for the next appointment, the Comptroller-General expressed himself as follows :

“ The present Inspecting Commander, Captain Bernard Yeoman, has got his district into the finest possible order, and has succeeded in putting down smuggling in a manner *hitherto unprecedented*.”

On the 5th July 1830, Commander Yeoman having completed his three years' service at Lymington, the commanders of the revenue cutters, and the chief officers of the stations attached to that district, invited him to partake of a dinner. The chair was taken by Lieutenant George Franklyn, commander of the *Rose*, who, in proposing the health of their guest, animadverted strongly on the superior style of discipline adopted by him during the time that they had had the pleasure of being under his inspection ; saying also, that they felt they were about parting with an officer who, in every respect, had filled his office with credit to himself, and comfort to those under him. After this and a few additional encomiums, his health was drank with general and great applause.

Speaking of this entertainment, the editor of the “ Hampshire Advertiser and Royal Yacht Club Gazette” says :

“ We are glad to find Captain Yeoman has not only conducted the service placed under his superintendence in a manner that has given satisfaction to the officers and crews, but it has also procured for him the warmest approval of the Board of Customs and the Comptroller-General. We feel particular gratification in pointing to this circumstance, because we find in it a complete confirmation of the correctness of our former observations on the subject. The line of conduct followed by Captain Yeoman has been—to abstain from all vexatious interference—to stimulate the offi-

ters to exertion by a proper confidence in their zeal—and to actuate the men to a strict performance of their duty, by directing their energies to the proper object, and removing the impediments we so forcibly reprobated. The consequence has been, that this excellent officer has gone through the period of his service with benefit to his country, comfort to his people, and pleasure to himself, and has now the gratification of receiving the encomiums of all parties. The higher department has found itself relieved from all the unpleasantness of complaint; and the approval this new system has received from the Comptroller-General, will, we trust, lead to its general adoption; we shall then have the service placed in a line of progress towards that complete protection which we have before shewn the way to arrive at."

On the 10th of July, the Comptroller-General of the Coast Guard again wrote to Commander Yeoman, as follows :

" Sir,—In compliance with the request contained in your letter of the 9th instant, I acquaint you that I have much pleasure in bearing testimony to your uniform good conduct and zeal for the service during the time you served under my orders, as Inspecting Commander at Lymington. I am, &c. (Signed) " WM. BOWLES."

Twelve days after the date of this testimonial, Commander Yeoman was advanced to the rank of captain; which, in common fairness, he ought to have been upwards of eight years before.

This officer married, Nov. 3d, 1823, Charlotte, youngest daughter of Sir Everard Home, Bart. Vice-President of the Royal Society, and has several children. His eldest brother, Henry, is a Deputy-Lieutenant of the north riding of Yorkshire, and married to his first cousin, Margaret, eldest daughter of Lord Dundas. His twin-brother, Constantine, is a captain in H. M. 99th regiment of foot.

*Agents*,—Messrs. Cooke, Halford, and Son.

---

## JOHN REYNOLDS, Esq.

BROTHER to the late Captain George Reynolds, R.N., who obtained post rank in April, 1802, and died at Canterbury, Dec. 25th, 1822; also to the late William Reynolds, Esq., who was twenty-five years a clerk in the Admiralty Office,

and died in 1811. His only sister married Dr. Edward Boys, who, during the late war, was one of the physicians of Haslar Hospital.

Mr. John Reynolds was born at Sandwich, co. Kent, Nov. 8th, 1783; and he appears to have entered the navy, as midshipman, on board the *Saturn* 74, Captain Jacob Waller, in Jan. 1798. He next joined the Inspector sloop, Captain George Sayer (*a*), on the North Sea station, where he saw much active service; and we subsequently find him in the *Cynthia* sloop and *Venerable* 74. His first commission as lieutenant, we are told, bears date Sept. 25th, 1804; though, on examining the whole series of "Murray's Navy Lists, published by authority," as well as several of "Steel's," we perceive that in no one instance is that rank assigned to him earlier than May 13th, 1807. If our private information is correct, he was a lieutenant of the *Santa Margaritta* frigate, in Sir Richard J. Strachan's action, Nov. 4th, 1805; on which occasion a French Rear-Admiral, and four line-of-battle ships were captured\*. He was afterwards appointed to the *Conqueror* 74; and, about May, 1809, to command the hired armed cutter *Hero*, on the Baltic station. In 1810 he discovered that the harbour of Salo, in the Cattegat, then little known to the English, was a good place of refuge for vessels during gales of wind, blowing on the Swedish coast; and after it had been surveyed, under his directions, both men-of-war and merchantmen frequently took shelter there. Early in 1812, he was removed to the command of H. M. cutter *Nimble*, which vessel unfortunately foundered in a violent storm, while cruising in the Sleeve, Nov. 6th following: the whole of her crew, however, providentially escaped.

During the period that Lieutenant Reynolds commanded the above cutters, he captured and destroyed three Danish privateers, and no less than thirty-four sail of merchantmen; was frequently in action with the enemy's flotilla; and, on one occasion, was slightly wounded. So greatly were the Norwegian merchants in particular, annoyed by his active and

---

\* See Vol. II. Part II. p. 742.



successful exertions against their trade, that they actually offered a considerable reward for the capture of the Hero. For these services, he received the high approbation of his commander-in-chief, Sir James Saumarez; and was, we believe, recommended by that officer to the Admiralty.

Lieutenant Reynolds's next appointment was, Jan. 13th, 1813, to be first of the Doris frigate, Captain Robert O'Brien, with whom he soon afterwards sailed for China. On the 28th Nov. following, he was removed to the Owen Glendower frigate, Captain Brian Hodgson, in the East Indies; where he received his commission as commander, dated Nov. 20th, 1815, and appointing him to the Hecate of 16 guns. According to the navy lists, he was afterwards successively nominated to the temporary command of the Elk 18, Cornwallis 74, and Conway 24, all on the same station; but we rather apprehend that the ships which he commanded there, *pro tempore*, were the Elk, Conway, and Volage 22. In Feb. 1828, he commissioned the Orestes 18, fitting out at Chatham for the Cork station, where he continued until advanced to the rank of captain, July 22d, 1830.

Captain Reynolds married Miss A. H. Decœurdux, of Plymouth.

---

## HENRY ALGERNON ELIOT, Esq.

Is descended from Sir William de Aliot, a Norman knight, of whom the following anecdote has been traditionally related.

When WILLIAM the CONQUEROR first set foot on English land, he stumbled and fell; "but," says Hume, "he had the presence of mind, it is said, to turn the omen to his advantage, by calling aloud that he had taken possession of the country; and a soldier, running to a neighbouring cottage, plucked some thatch, which, as if giving him seizin of the kingdom, he presented to his general." Upon this, Sir William de Aliot, then holding a distinguished rank in the invading army, drew his sword, and swore, by the honor of a soldier, that he would maintain, at the ha-

zard of his blood, the right of his lord to the sovereignty of the country. For this, the conqueror gave him an honorable addition to his coat of arms, viz. a baton or, on a field azure, an arm and sword as a crest, with the motto, *par saxa, per ignes, fortiter et recte.*

From this valiant knight are likewise descended the Earls of Minto and St. Germain's, Sir William Francis Eliot, Bart., and the family of the celebrated Lord Heathfield.

Captain Henry Algernon Eliot's more immediate ancestor, however, was Sir John Eliot, Knt. of Port Eliot, co. Cornwall, who, in the third year of Charles I., represented the borough of St. Germain's, and rendered himself conspicuous in parliament, as a strenuous opponent of the court, and a zealous assessor of the ancient liberty of the subject. Being an active man of business, and a decided enemy to favorites and their encroachments, this Sir John Eliot was appointed by the House of Commons one of the managers of the impeachment of the Duke of Buckingham; for which, with Sir Dudley Digges, his colleague, he was committed to the Tower, but soon afterwards released. In 1628, he was again sent thither, with other members of the same house, for refusing to answer before the privy council for parliamentary conduct; and on the 29th of May, in that year, an information was exhibited, in the star chamber, against him and his fellow prisoners, for their undutiful speeches; upon which charge, being afterwards arraigned before the Court of King's Bench, they were adjudged to be imprisoned during the monarch's pleasure, and to give security for their good behaviour: in addition to this general sentence, Sir John Eliot was also fined 2000*l.* These gentlemen were subsequently offered their freedom, upon the terms of making submission; but they rejected the proposition, and Sir John Eliot died in the Tower, Nov. 27th, 1632. His family afterwards received a parliamentary grant of 5000*l.*, in consideration of his loss and sufferings.

The heir of Sir John Eliot died in 1685, leaving an only son, Daniel, whose sole daughter, Catherine, married the learned antiquary Brown Willis, of Whiddon Hall, co. Buckingham. Daniel Eliot, dying without male issue, passed over his two senior uncles, Richard and Edward (from the former of whom Captain Henry Algernon Eliot is lineally descended) and bequeathed a considerable portion of his property to Edward, grandson of Nicholas, the fourth son of Sir John Eliot. On the death of Edward, without issue, in 1722, the family estate of Port Eliot devolved upon his brother, Richard, from whom it has regularly descended to its present proprietor, the Earl of St. Germain's.

Captain Eliot's great-grand-father was General Roger Eliot, uncle-in-law to Lord Heathfield, the gallant defender of Gibraltar, he having married his lordship's mother's sister. This gentleman served under the Prince of Hesse, in the expedition to Spain, *temp.* Queen Anne, and was present at the capture of the above rock. He shortly afterwards suc-

ceeded to the command of that place, and was the first English governor who declared it a free port\*.

Granville, son of General Roger Eliot, was originally an officer in the English army, but retired from it early in life, to study military tactics at the university of Leyden, in company with his afterwards so highly distinguished cousin. Having married one of the Empress of Germany's ladies of honor, he was induced to accept an appointment in the service of the Emperor, who afterwards conferred on him the rank of a Count of the Empire, together with the appointment of Chamberlain to his Majesty. Being esteemed an officer of considerable merit, he was, in the year 1758, called back into the English service, with the rank of Major-General, appointed Colonel of the 61st regiment, and immediately placed on the staff, in command of a brigade of the army, under the Duke of Marlborough, then about to proceed against St. Maloes, escorted by Admiral Lord Anson †. In the following year, the Major-General was appointed to the staff of the allied army in Germany, under the command of Prince Ferdinand of Brunswick; but having been urged to proceed on this service at a period when his health was in a very precarious state, he was soon afterwards suddenly taken ill at Rotheim, the head-quarters of his Serene Highness, where he died, and was buried with very distinguished military honors. By his first wife he left one son, also a general officer, who died in France, without issue, in the year 1816; and was succeeded in his titles (Count Eliot and Morhange) by his eldest half-brother, Percival, who, however, did not think proper to assume them, and only survived him two years. The mother of this latter gentleman was a daughter and co-heiress of Colonel William Duckett.

The subject of the following memoir is a son of the said Percival Eliot, Esq. formerly Colonel of the Stafford militia, and many years a Commissioner for auditing the public accounts. He was born at Shenstone Hall, near Litchfield, in the above county, Aug. 23d, 1790; and appears to have entered the royal navy, in Dec. 1802, as midshipman on board the *Belleisle* 74, then commanded by the late Captain John Whitby, at Plymouth, but subsequently by the present Sir William Hargood, and attached to the fleet under Lord Nelson, on the Mediterranean station, from whence she accompanied that hero to the West Indies in pursuit of the combined forces of France and Spain. On her return home,

---

\* See Drinkwater's History of the Siege of Gibraltar.

† See Vol. I. Part I. note at p. 154 *et seq.*



in 1805, Mr. Henry Algernon Eliot joined the *Quebec* 32, Captain (now Rear-Admiral) the Hon. George H. L. Dundas ; with whom he removed into the *Euryalus* 36, and again sailed for the Mediterranean station, early in 1806. During a long cruise on the south coast of France, we find him frequently employed in the boats of the latter frigate, attacking and capturing vessels under the enemy's batteries.

Early in 1808, Mr. Eliot was removed from the *Euryalus* to the *Royal William*, flag-ship of Sir George Montagu, at Spithead ; and in July following, he joined the *Christian VII.* Captain Sir Joseph Yorke, employed in the North Sea. Before the end of the same year, we find him on board the *Thisbe* 28, bearing the flag of the late Sir Henry Edwin Stanhope, in the river Thames ; and in Sept. 1809, having previously passed his examination at Somerset House, he was appointed acting lieutenant of that frigate. On the 8th June 1810, he was confirmed into the *Ferret* sloop, Captain Richard Wales, then on the North American station, which vessel he only joined a few days before she was paid off, at Portsmouth. He then immediately received an appointment to the *Tonnant* 80, Captain Sir John Gore, employed in the river Tagus.

Soon after his arrival at Lisbon, Lieutenant Eliot was entrusted with the command of the *Tonnant's* boats, sent with a division of gun-boats, under Lieutenant (now Captain) M. F. F. Berkeley, of the *Barfleur* 98, to co-operate with Lord Hill's division of the British army, occupying the lines of Torres-Vedras, at Alhandra.

Whilst on this service, the flotilla was almost constantly engaged with the enemy's advanced guard, near Villa Franca ; and Lieutenant Eliot having landed between the outposts of the two armies, and incautiously approached rather too near those of the French, had the mortification to be suddenly pounced upon, and taken prisoner, by a piquet of five or six men. However, after remaining a few weeks at the headquarters of Marshal Massena, he was again set at liberty, and enabled to rejoin his ship before she left the Tagus.

The *Tonnant* was afterwards employed in-shore off Brest,

and Lieutenant Eliot continued in her until Jan. 1812, between which period and Dec. 1813, he served in the *Fylades* sloop, successively commanded by Captains George Ferguson and James Wemyss, on the Mediterranean station; and *Cornwall* 74, under Captain John Broughton and his successor, Commodore (now Sir Edward) Owen, employed in the Channel and off Flushing. His subsequent appointments were,—July 13th, 1814, to the *Scylla* sloop, Captain George B. Allen, under whom he served on the Channel station until Jan. 1815, when he was ordered a passage in the *Phoenix* frigate, Captain C. J. Austen, to join Lord Exmouth, on promotion;—In May following, to the *Boyne* 98, bearing his lordship's flag;—Dec. 31st following, to the flag-ship of Rear-Admiral Penrose, who had then resumed the chief command on the Mediterranean station; from whence Lieutenant Eliot was obliged to return home, for the recovery of his health, in Nov. 1816;—and, July 29th, 1818, to the *Creole* frigate, fitting out at Sheerness for the broad pendant of Commodore Bowles, on the South American station; where he was promoted, Sept. 2d, 1819, to the command of the *Icarus* sloop.

On the 26th May 1821, Commander Eliot arrived at Portsmouth from Rio Janeiro; and early in the following month was put out of commission. In 1823, he married Jane, only daughter of that distinguished scholar the Rev. Dr. Alexander Crombie, LL.D., F.R.S., &c. &c. by which lady he has one child, a son, born in Feb. 1824. His promotion to the rank of captain took place July 22d, 1830.

*Agents*,—Messrs. Maude & Co.

---

### FRANCIS JAMES LEWIS, Esq.

WE first find this officer acting as second lieutenant of the *Wasp* sloop, Captain John Simpson; the remarkable escape of which vessel, from the celebrated Rochefort squadron, in Aug. 1805, has been recorded in p. 55 of Suppl. Part II. His appointment appears to have been confirmed by the Admiralty

on the 11th of the ensuing month. During the last year of the war between Great Britain and America, he served as senior lieutenant of the *Saturn 56*, Captain James Nash; and subsequently, in the same capacity on board the *Northumberland* and *Vigo, 74's*, bearing the flags of Sir George Cockburn and Rear-Admiral Lambert, at St. Helena, where he received his commission as commander, dated Jan. 29th, 1821, the first anniversary of the accession of King George IV\*. From this period he remained on half-pay until May 12th, 1827, when he was appointed to the *Ocean 80*, Captain Patrick Campbell, C. B., then stationed as a guard-ship at Plymouth, afterwards employed in withdrawing the British troops from Portugal, and subsequently forming part of the Mediterranean squadron. He continued in the *Ocean* until she was paid off, May 15th, 1830. His promotion to the rank of captain took place on the 22d July following.

*Agents*,—Sir F. M. Ommanney & Son.

---

### EDWARD SPARSHOTT, Esq.

Was signal mate of Lord Gambier's flag-ship, the *Caledonia 120*, during the operations against the French squadron in Aix Roads, in April 1809, and served during the remainder of the war as lieutenant on board the *Niobe* frigate, successively commanded by Captains John Wentworth Loring and William Augustus Montagu †. His subsequent appointments were,—Aug. 8th, 1814, to the *Forester* sloop, Captain William Hendry;—Oct. 15th, 1815, to the *Myrmidon 20*, Captain Robert Gambier;—Dec. 28th, 1816, to the *Tagus 42*, Captain J. W. Deans Dundas;—Aug. 26th, 1818, to be first lieutenant of the *Rochfort 80*, fitting out for the flag of Sir Thomas F. Fremantle, commander-in-chief on the Mediterranean station;—Jan. 11th, 1820, to the *Revolutionnaire 64*, Captain the Hon. F. B. R. Pellew;—April 15th, 1820, again to the *Rochfort*, in which ship he continued, under the flag of

---

\* See note at p. 32.

† See Vol. II. Part II. p. 547 *et seq.*



Sir Graham Moore, until promoted to the rank of commander, Jan. 29th, 1821;—and lastly, Aug. 28th, 1828, to be second captain of the Prince Regent 120, Sir Henry Blackwood's flag-ship, in the river Medway, where he was serving when advanced to his present rank, July 22d, 1830. His brother, Commander Samuel Sparshott, is Deputy-Comptroller-General of the Coast-Guard.

---

### WILLIAM BLIGHT, Esq.

SON of a respectable warrant officer in the navy. He obtained the rank of lieutenant April 15th, 1803; and was employed as an agent of transports at Palermo, during the latter part of the war. His next appointment was, Oct. 4th, 1819, to be first lieutenant of the Queen Charlotte 108, flag-ship of Sir George Campbell, at Portsmouth, where he continued until the death of that officer, when he obtained a commander's commission, dated Feb. 12th, 1821. From this period, he remained on half-pay until May 31st, 1828, when he was appointed second captain of the Britannia 120, bearing the flag of the Earl of Northesk, at Plymouth, where he continued in that ship and the St. Vincent 120, during the remainder of his lordship's command, a period of nearly two years. His promotion to the rank of captain took place July 22d, 1830. This officer's brother, Emanuel, is a lieutenant in the royal navy.

*Agent*,—J. Hinxman, Esq.

---

### JAMES WIGSTON, Esq.

PASSED his examination, at Portsmouth, in Feb. 1811; obtained his first commission on the 13th June following; and served under Captains John Hayes and Willoughby T. Lake, in the Magnificent 74, from Sept. 1812 until Mar. 1815 \*. His next appointments were,—Feb. 2d, 1819, to

---

\* See Vol. II. Part II. p. 676 *et seq.*; and Vol. I. Part II. p. 708.

the Pandora sloop, Captain Charles G. Randolph, fitting out for the Cork station, where he continued until Oct. in the same year; and, Aug. 29th, 1820, to the Sybille frigate, intended for the flag of Sir Charles Rowley, on the Jamaica station, where he was promoted to the command of the Bustard, a 10-gun brig, Jan. 14th, 1822; and removed from that vessel to the Scout 18, on the 12th June following.

In May, 1823, the Scout ran on a reef of rocks in the Gulf of Mexico, was obliged to throw all her guns overboard, and would probably have been lost but for the assistance rendered to her by the Grecian cutter, Lieutenant (now Commander) John Cawley. She returned home, and was paid off, in the summer of 1825.

Commander Wigston's next appointment was, Jan. 22d, 1829, to be second captain of the Warspite 76, fitting out at Plymouth for the flag of Rear-Admiral (now Sir Thomas) Baker, with whom he proceeded to South America, where we find him serving when advanced to his present rank, July 22d, 1830.

*Agents*,—Messrs. Stilwell.

## GEORGE FREDERICK RYVES, Esq.

*A Companion of the Most Honorable Military Order of the Bath.*

ELDEST son of the late Rear-Admiral Ryves, by Catherine Elizabeth, third daughter of the Hon. James Everard Arundel, father of the ninth Lord Arundel.

This officer passed his examination, at Plymouth, in Oct. 1810; obtained a lieutenant's commission on the 24th of the following month; served during the latter part of the war with France, in the Pomone 38, Captain Philip Carteret; and was subsequently appointed as follows:—In May, 1814, to the Magicienne 36, Captain the Hon. William Gordon;—Sept. 10th following, to the Clorinde 40, then commanded by Captain Thomas Briggs, but afterwards by Captain Samuel George Pechell, with whom he returned home from the Mediterranean, and was paid off, in the summer of 1816;—

Dec. 24th, 1818, to the Morgiana sloop, Captain Charles B. Strong, fitting out for the African station, where he invalided whilst serving under Captain William Finlaison, early in 1821;—May 16th, 1822, to be first of the Alligator 28, Captain Thomas Alexander, C. B., in which ship he proceeded to the East Indies;—and, April 8th, 1823, to act as commander of the Sophie 18, then employed on the latter station; which appointment was confirmed by the Admiralty, Oct. 22d, following. The manner in which he was subsequently employed has been so fully detailed under the head of “Naval Operations in Ava, during the Burmese War,” as to render the least repetition superfluous. The following, however, should have been inserted in p. 50 of the Appendix to Vol. III. Part I., serving, as it does, more fully to illustrate the determined character of the truly gallant “fire-eater,” under whose orders he was serving in Dec. 1824:

“By Henry Ducie Chads, Esq. Commander of H. M. sloop Arachne, and Senior Officer at Rangoon.

“Considering the very important consequence to the shipping and the whole of the expedition, should the post at Kemmendine be carried by the enemy, who are now pressing it very hard, the welfare of our cause imperiously calls for the services of one of H. M. sloops at that place; and notwithstanding the imminent danger and risk of the ship from fire, *the responsibility of which I now take wholly on myself*, you are hereby directed to proceed in H. M. S. Sophie under your command, with the next flood, off that point, for its succour and support, and you will consult and co-operate with Major Yates commanding on shore for its defence; and any thing you can point out necessary for its safety that can be supplied from hence you shall immediately have it sent. Lieutenant Kellett, with the Arachne’s boats, and thirty seamen in the gun-boats, will be under your orders, and I hope to be able occasionally to visit the post myself. The Hon. Company’s cruiser Teignmouth will remain with you, and I should wish you to keep her at Pagoda Point, when you can do it with probable security.

“Given under my hand this 2d December, 1824.

(Signed) “H. D. CHADS, Senior Naval Officer.”

“To Captain Ryves, H. M. S. Sophie.”

In April 1825, Commander Ryves invalided, and returned home passenger in a merchant ship. He obtained a Companionship of the Bath in Jan, 1827; married, in June follow-



ing, Charity, daughter of J. Theobald, of Grays, co. Essex, Esq.; and was promoted to the rank of captain, July 22d, 1830.

*Agents*,—Messrs. Goode and Clarke.

### GEORGE WOOLLCOMBE, Esq.

WAS a midshipman of the *Tonnant* 80, flag-ship of the Hon. Sir Alexander I. Cochrane, on the North American station; and “particularly distinguished himself” in leading a party of seamen to the assault of a battery, whilst serving under the immediate command of Captain Rowland Money, during the operations against New Orleans, Jan. 8th, 1815\*. His first commission bears date Feb. 23d, 1815. From June 1816 until Dec. 1817, he served in the *Lee* sloop, Captain John Pasco, on the *Plymouth* station; and from Jan. 1819 until Dec. 1821, in the *Active* frigate, Captain Sir James A. Gordon, attached to the *Halifax* squadron. In 1823, he was successively appointed to the *Windsor Castle* 74, Captain (now Sir Charles) Dashwood, one of the guard-ships in *Hamoaze*; the *Bann* sloop, Captain John Filmore, fitting out for the *African* station; and the *Owen Glendower* frigate, already on that coast. In April 1824, he was made a commander; and on the 21st Aug. following, appointed to the *Victor* 18, which vessel appears to have been employed, first in the suppression of the slave trade, and afterwards in cruising against smugglers: she was paid off in Aug. 1827.

Captain Woolcombe obtained his present rank July 22d, 1830, previous to which he had commissioned and fitted out the *Curlew* sloop, destined to the *East Indies*.

*Agents*,—Messrs. Maude and Co.

\* See Suppl. Part IV. p. 18 *et seq.*

## THOMAS HASTINGS, Esq.

Is the son of a clergyman, and nephew to the celebrated Warren Hastings, Esq. He passed his examination in Nov. 1809; obtained the rank of lieutenant in Jan. 1810; and afterwards served in the *Badger* brig, of 10 guns, Captain John Lampen Manley, from which vessel he was removed to the *Hyacinth*, post-sloop, successively commanded by Captains Thomas Ussher and Alexander R. Sharpe, on the Mediterranean station. For his bravery on many occasions, but more particularly for his highly distinguished conduct at Malaga (April 29th, 1812) and Port Nouvelle (Nov. 9th 1813) he had the honor of being officially mentioned, in terms of the warmest approbation, by the "Undaunted Ussher"; with whom he subsequently served, as first lieutenant of the frigate which conveyed Napoleon Buonaparte to Elba\*.

In Oct. 1815, the latter ship, which had then for some time been commanded by Captain Charles Thurlow Smith, was put out of commission, and Lieutenant Hastings was not again called into service until June 1817, when we find him joining the *Icarus* sloop, Captain the Hon. C. O. Bridgeman, fitting out for the South American station, where it appears he left that vessel, in Jan. 1819. His next appointment was, Oct. 27th, 1821, to be first of the *Euryalus* frigate, Captain (now Sir Augustus) Clifford, C. B., under whom he served until promoted to the rank of commander, May 9th, 1825. In the beginning of Nov. 1828, he was appointed to the *Ferret* sloop; and on the 22d July 1830, whilst employed in the Mediterranean, advanced to the rank of captain.

*Agents*,—Sir F. M. Ommanney and Son.

---

\* See Suppl. Part I. pp. 345—360.

---

### HON. THOMAS BEST.

SON of Lord Wynford, better known as Mr. Serjeant Best. This officer was made a lieutenant into the *Superb* 78, bearing the broad pendant of Sir Thomas M. Hardy, on the South American station, Mar. 6th, 1822; appointed to the *Ranger* 28, Captain Peter Fisher, Dec. 18th in the same year; to the *Aurora* frigate, Captain John Maxwell, Feb. 25th, 1825; to the *Diamond* 46, Captain Lord Byron, May 30th following; and to the *Alligator* 28, Captain William Pitt Canning, Jan. 4th, 1827. He was made a commander April 30th, 1827; appointed to the *Icarus* sloop, fitting out for the Jamaica station, Mar. 1st, 1828; to be second captain of the *William and Mary* yacht, at Woolwich, Jan. 14th, 1830; and promoted to the rank of captain on the 22d July following.

---

### WILLIAM CUPPAGE, Esq.

LOST a leg whilst serving as signal midshipman on board the *San Josef* 120, bearing the flag of Rear-Admiral Sir Richard King, in a skirmish with the French fleet, near Toulon, Nov. 5th, 1813\*; obtained the rank of lieutenant in April 1815, and a pension of 9*l.* 5*s.* per annum, April 4th, 1816; served under Captains Sir Archibald C. Dickson, John Brett Purvis, William Paterson, William Holmes, Thomas Forrest, William F. Carroll, and Sir James Brisbane, in the *Rochfort* 74, *Magicienne* frigate, *Minden* 74, *Arab* sloop, *Isis* 50 (flag-ship of Sir Lawrence W. Halsted, on the Jamaica station), *Warspite* 76, *Boadicea* and *Java* frigates; the latter ship, as also the *Warspite*, bearing the flag of Rear-Admiral Gage, on the East India station. He was appointed second captain of the *Java*, Dec. 24th, 1827; and promoted to his present rank, July 22d, 1830.

---

\* See Suppl. Part II. p. 307.



**CHARLES RAMSAY DRINKWATER, Esq.**

WAS made a lieutenant into the Doris frigate, Captain William J. H. Johnstone, on the South American station, Oct. 29th, 1823; appointed to the Barham 50, Captain Sir John Louis, flag-ship of Vice-Admiral the Hon. C. E. Fleeming, Aug. 21st, 1827; promoted to the rank of commander, April 14th, 1828; appointed to the Espiegle sloop, at Jamaica, June 26th in the same year; re-appointed to the same vessel, July 30th, 1828; and advanced to his present rank, July 22d, 1830.

**JOHN WILSON (b), Esq.**

WAS made a lieutenant in May 1809. We afterwards find him serving under Captain Lord George Stuart, in the Newcastle 58, fitting out for the North American station, but first employed in conveying Louis XVIII. from England to France, in April 1814. He was promoted to the command of the Goree sloop, June 6th, 1815; and on that vessel being laid up at Halifax, he appears to have been appointed, May 1st, 1816, to the Portia of 14 guns, then about to return home for the purpose of being put out of commission. From Aug. 1816 until May 14th, 1828, he remained unemployed; but at the latter date he was appointed second captain of the Victory 104, bearing the flag of Sir Robert Stopford, commander-in-chief at Portsmouth, where he continued until that ship was paid off in May 1830. He obtained his present rank on the 22d Oct. following.

*Agents*,—Messrs. Goode and Clarke.

**CHARLES GRAHAM, Esq.**

SERVED as midshipman of the Glasgow frigate, Captain the Hon. Henry Duncan, C. B. in 1815; obtained his first commission, July 9th, 1817; was appointed to the Tartar

42, Commodore Sir George Collier, fitting out for the coast of Africa, Sept. 24th, 1819; and to be flag-lieutenant to the Hon. Sir Alexander I. Cochrane, commander-in-chief at Plymouth, early in 1823. His promotion to the rank of commander took place in April 1824; from which period he remained on half-pay until June 16th, 1829. Since then he has commanded the Philomel sloop and Rattlesnake 28, having been made captain into the latter ship, on the Mediterranean station, Nov. 4th, 1830.

*Agents*,—Messrs. Chard.

---

### GEORGE BERKELEY MAXWELL, Esq.

THIS officer served his time as midshipman on board the Amphion frigate, under the auspices of the present Rear-Admiral Samuel Sutton and the late Captain Sir William Hoste; was promoted from that ship into the Bulwark 74, Captain (now Vice-Admiral) the Hon. Charles Elphinstone Fleeming, Sept. 22d, 1807; and soon afterwards removed to the Astræa 32, Captain Edmund Heywood, in which frigate he suffered shipwreck, near the island of Anegada, in the West Indies, May 24th, 1808. His subsequent appointments were, to the Victory, San Josef, and Queen Charlotte, first-rates, bearing the flags of Sir James (now Lord De) Saumarez, Sir Charles Cotton, and Viscount Keith, commanders-in-chief on the Baltic, Mediterranean, and Channel stations. He was advanced to the rank of commander, June 15th, 1814.

From this period, Captain Maxwell remained unemployed until April 7th, 1829, when he was appointed to the Herald yacht. In this ship he conveyed Lady Heytesbury to St. Petersburg; William Turner, Esq. (Envoy Extraordinary) to Carthagen; and Lord Aylmer to Quebec, from whence he brought home Lieutenant-General Sir James Kempt, in Nov. 1830; on the 20th of which month he was promoted to the rank of captain.

This officer married, May 10th, 1821, Lætitia, daughter of John Clerk, of Downham House, co. Gloucester; and has several children.

---

### HON. GEORGE JOHN CAVENDISH.

THIRD son of Lord Waterpark, an Irish peer, by Juliana, daughter and co-heiress of Thomas Cooper, of Cooper's Hill and Mullimast Castle, co. Kildare, Esq.

This officer was made a lieutenant into the *Egeria* 26, Captain Robert Rowley, at Newfoundland, July 14th, 1818; removed to the *Tamar* 26, Captain the Hon. John Gordon, Nov. 21st in the same year; and paid off from the latter ship about the end of Dec. 1819. His next appointment was, July 29th, 1821, to the *Tees* 26, Captain Thomas Coe, fitting out for the East India station, from whence he returned home under the command of Captain Frederick Marryat, towards the close of 1825. During the Burmese war, he was sent up the Irrawaddy, with the boats of the *Tees* under his command, to co-operate with the British forces advancing upon Ava; and, as we have stated in p. 81 of the Appendix to Vol. III. Part I. he joined the flotilla just after the capture of Donoobew. His commission as commander bears date Aug. 7th, 1826; he was appointed second captain of the *Winchester* 52, fitting out for the flag of Vice-Admiral (now Sir E. Griffith) Colpoys, Oct. 3d, 1829; and promoted to his present rank, Nov. 25th, 1830.

---

### CHARLES TALBOT, Esq.

THIRD son of the late Rev. Dr. Charles Talbot, Dean of Salisbury, by Lady Elizabeth Somerset, eldest daughter of Henry, fifth Duke of Beaufort. His father was first cousin to the late Earl Talbot.

This officer received his education at the Royal Naval College; and first went to sea, in Dec. 1817, as midshipman on



board the Prometheus sloop, Captain Constantine R. Moorson, employed on Channel service. From Aug. 1818, until Oct. 1822, he served in the Rochfort 80, successively bearing the flags of Sir Thomas F. Fremantle and Sir Graham Moore, on the Mediterranean station. At the latter date, he was ordered to act as lieutenant of the Dispatch sloop, Captain W. Clarke Jervoise; which appointment was confirmed by the Admiralty, Jan. 7th, 1823. In July following, he joined the Euryalus 42, Captain (now Sir Augustus W. J.) Clifford, C. B., under whom he served until that ship was put out of commission, in May 1825. His next and last appointment, as lieutenant, was, Aug. 10th in the same year, to the Rainbow 28, Captain the Hon. Henry John Rous, with whom he visited every part of the East India station. He was made a commander in April 1827; appointed to the Helicon of 10 guns, May 24th, 1829; removed, in consequence of the defective state of that vessel, to the Algerine, a brig of the same force, building at Chatham, June 27th, 1829; and promoted to the command of the Warspite 76, bearing the flag of Rear-Admiral (now Sir Thomas) Baker, on the South American station, Nov. 25th, 1830.

---

### SAMUEL BURGESS, Esq.

SON of Commander William Burgess, and a native of Cornwall. He entered the royal navy in 1790; served part of his time as midshipman under Captain (now Sir Thomas) Williams; obtained a commission in Nov. 1799; and was senior lieutenant of the Sylph sloop, Captain (now Sir Charles) Dashwood, when that vessel twice engaged and beat off l'Artémise French frigate, of 44 guns and 350 men\*. We next find him commanding the Pincher gun-brig, on the North Sea station, where he captured a Danish privateer and a French armed lugger, in 1809 and 1812. He also assisted in expelling the enemy from the town of Gessendorf, and at

---

\* See Vol. II. Part I. p. 453 *et seq.*

the destruction of a formidable battery commanding the mouth of the river Weser, on which occasion he was officially commended for his "indefatigable exertions in forwarding orders to the different detachments" from a squadron under Captain Lord George Stuart\*. His subsequent appointments were, Aug. 25th, 1813, to command the Vixen gun-brig;—Mar. 25th, 1815, to be first lieutenant of the Boyne 98, flag-ship of Lord Exmouth;—and, July 3d, 1816, to be flag-lieutenant to the same officer, in which capacity he served at the memorable battle of Algiers. On the 16th Sept. following, he was promoted to the rank of commander; on the 24th Jan. 1827, appointed to the Alert sloop, fitting out for a "particular service;" and on the 27th Nov. 1829, advanced to the command of the Warspite 76, bearing the flag of Rear-Admiral (now Sir Thomas) Baker, on the South American station. The Alert was employed for a considerable time in the Pacific, under the immediate orders of Captain Jeremiah Coghlan, C. B.

On the 25th Nov. 1830, Captain Burgess assumed the command of the Thetis 46, then at Rio Janeiro, from whence she was about to sail for England, with specie to a very considerable amount. Eleven days afterwards he addressed the following report to Rear-Admiral Baker:—

*"Cabo du Praia decano, Dec. 6, 1830.*

"Sir,—Under the most poignant feelings of grief and distress, it is my melancholy duty to communicate to you the total loss of H. M. S. Thetis, on Cape Frio, last night about 8 o'clock, with every thing belonging to her; the officers, crew, and myself barely escaping with our lives, by being landed through the surf up a precipitous rough rock, which some of the crew had been so fortunate as to reach by jumping upon the first point she struck against. By the shock of the bowsprit being carried away, all three lower-masts fell aft, and killed and wounded several; the former, with the missing, amount to 16. I am sorry that among them are the late Captain Bingham's youngest son, and Mr. Long, the Admiralty clerk. I am just landed, and am anxious to give you as early knowledge of this sad catastrophe as I can, in order to obtain relief for the officers and crew, who, from their cut feet and bruises, are unable to undertake a journey to

---

\* See Suppl. Part III. p. 284 *et seq.*

Rio Janeiro. I trust you will make every allowance for this hurried statement, the causes being more unaccountable than any thing I have ever met with in the whole course of my naval experience; as, from all the precautionary measures taken, nothing but the strongest current, and the thick hazy weather, with hard rain, can possibly be offered in extenuation. I am, &c. (Signed) "SAMUEL BURGESS."

On his return home, in Mar. 1831, Captain Burgess was tried by a court-martial; when it appeared from the evidence adduced, that the loss of the *Thetis* was owing to too much confidence having been placed in the dead reckoning, in consequence of which she had unnecessarily deviated from the usual track of ships bound homeward, without due allowance having been made for the frequent influence of the winds upon the set of the currents on the Brazilian coast; and it was also proved, that under such circumstances the precaution of sounding, so strictly pointed out by the general printed instructions, was entirely neglected. The Court was therefore of opinion, that blame was imputable to Captain Burgess and to Mr. William Gowdy, the master, for their conduct upon the occasion; but in consideration of their former long services, and good conduct subsequent to the loss of the ship, did adjudge Captain Burgess to lose only one year's rank in H. M. naval service, and Mr. Gowdy two years' seniority as master; the remaining officers and ship's company were acquitted of all blame.

*Agents*,—Messrs. Booth & Pettet.

---

## HENRY EDWARD NAPIER, Esq.

*Fellow of the Royal Society.*

THIS officer was made a lieutenant in May 1810; appointed to the *Minerva* frigate, Captain Richard Hawkins, Oct. 14th, 1812; promoted to the command of the *Rifleman* sloop, June 7th, 1814; and kept in employment until Aug. 1815. In 1821, and the two following years, he commanded the *Jaseur* of 18 guns, on the Halifax station. His commission as captain bears date Dec. 31st, 1830.

*Agents*,—Messrs. Maude & Co.

---



**THOMAS WREN CARTER, Esq.**

**NEPHEW** to the late Sir John Carter, Knt. of Portsmouth. He obtained his first commission in April 1806; and we soon afterwards find him serving as senior lieutenant of the Halifax sloop, Captain Lord James Townshend; on the North American station. His promotion to the rank of commander took place in July 1815, at which period he had been for a considerable time on half-pay, but was then appointed to the Rinaldo of 10 guns, and subsequently to the Emulous 16, and Carnation of similar force, on the Jamaica station; where he also commanded the Wasp 18, in the years 1819 and 1820. His commission as captain bears date April 25th, 1831.

This officer married, Aug. 17th, 1820, Harriet Jane, eldest daughter of Rear-Admiral Sir Archibald C. Dickson, Bart.

*Agents*,—Sir F. M. Ommalley & Son.

**SIR THOMAS SABINE PASLEY, BART.**

**ONLY** son of John Sabine, Esq. by Mary, eldest daughter of Admiral Sir Thomas Pasley, who, for his eminent services, particularly on the glorious first of June, 1794, was created a baronet, with remainder to the heirs male of his daughters, successively.

This officer was born in 1804, and succeeded to the title upon the demise of his grandfather, Nov. 29th, 1808. He afterwards assumed, by royal permission, the surname and arms of Pasley. His first commission bears date Mar. 16th, 1824, from which period he was almost constantly employed, on the South American, West India, and Mediterranean stations, until promoted to the rank of commander, Sept. 17th, 1828. His subsequent appointments were,—to the Camelion sloop, of 10 guns, Oct. 31st, 1828;—to the Procris, a similar vessel, Nov. 30th, 1829;—to act as captain of the Rattlesnake 28, in May 1830;—and of the Blonde 46, in Nov. following. He brought home the latter ship from the Mediterranean;

and, on paying her off, was advanced to his present rank, May 24th, 1831.

Sir Thomas S. Pasley married, June 10th, 1826, Jane Matilda Lilly, eldest daughter of the Rev. Montague John Wynnard, rector of Wesh Rounton, and of St. Martin's, Mukle-gate, Yorkshire.

---

### SAMUEL PRICE, Esq.

SERVED as midshipman under Captain (now Sir John P.) Beresford; passed his examination, at Plymouth, in May 1812; and was promoted into the Edinburgh 74, Captain the Hon. George H. L. Dundas, on the Mediterranean station, July 3d following. At the close of the war with France we find him proceeding to North America, in the Bacchante frigate, Captain Francis Stanfell. His promotion to the rank of commander took place Sept. 18th, 1815; from which period he remained on half-pay until Sept. 16th, 1828, when he was appointed to the Trinculo of 18 guns, on the Cork station, where he continued until the summer of 1831. His commission as captain bears date June 25th in the latter year.

---

### JAMES WALLACE GABRIEL, Esq.

THIRD son of the late Rev. Robert Burd Gabriel, D. D. rector of Haslington and Hanworth, both in co. Middlesex, and many years proprietor of the Octagon Chapel, in Miliem Street, Bath; by the inhabitants of which city he was most highly respected for his orthodoxy, and, we may venture to add, universally admired as a popular preacher.

Mr. J. W. Gabriel was born at Hanworth, April 5th, 1783; and entered on the books of the Romney 50, bearing the flag of his godfather, Sir James Wallace, Knt. governor of Newfoundland, in Jan. 1795. From that ship he followed Captain (now Admiral) Sotheron into the Latona frigate,

where he completed his time as midshipman\*. Whilst serving under the latter excellent officer, a boat of which he had the command was upset in a heavy gale of wind, between Portsmouth and Spithead, and being unable to swim, he must have perished but for the generous heroism of a tar who hastened to his assistance, and kept him from sinking until the arrival of more effectual aid. As the accident happened close to the *Latona*, the whole of the ship's company witnessed with admiration the exertions of the gallant sailor, and seeing him apparently exhausted, one man sang out "Let go your hold, or you will be drowned:"—to which he characteristically replied, "No—I'll be d——d if I do!—if he goes to h—l, I will go with him." We mention this circumstance merely to shew how assiduously Mr. Gabriel had then laboured to gain the esteem of his inferiors, and what an impression humane and kind conduct will make on the most rude and uncultivated minds. Unfortunately, the preserver of his young officer's life was by no means qualified for any promotion, and therefore a handsome pecuniary reward, together with such little acts of kindness as a midshipman could confer, were all that he received for imminently hazarding his own life, in order to save that of another.

Mr. Gabriel's first commission bears date Mar. 12th, 1800; from which we infer, that he had been borne on the books of some other ship previous to his joining the *Romney*. On his advancement to the rank of lieutenant, he was appointed to the *Alecto* fire-vessel, Captain Lenox Thompson, stationed at the Needles; and we afterwards find him serving successively under Captains the Hon. Thomas Bladen Capel and Robert Barrie, in the *Phœbe*, *Brilliant*, and *Pomone*, frigates. The following extract is taken from the "*Hampshire Courier*" of July 15th, 1811:—

"Lieutenant Gabriel is the same gallant officer who, a few years ago, made an attack upon a large full-manned ship, in the Mediterranean, with the boats of the *Phœbe*, and having boarded her before the others came up, after a severe and bloody conflict, got temporary possession of her. The

---

\* See Vol. I. Part II. p. 503.



French crew, however, seeing the smallness of the party to whom they had succumbed, soon rallied, and succeeded in driving back their assailants, scarcely one of whom escaped uninjured."

During this sanguinary conflict, which took place near Civita Vecchia, July 14th, 1803, Lieutenant George Elliot Salter boarded the enemy over the bow, and received a mortal wound: Lieutenant Gabriel was shot through the body and arm, and had his thigh dreadfully lacerated by a pike. The Patriotic Society at Lloyd's soon afterwards resolved, "that a sword of 50*l.* value, and the sum of 50*l.*, should be presented to him in consideration of his gallantry and exertions;" but, unfortunately for him, his distinguished patron, Sir James Wallace, had then recently died, whereby he was deprived of such powerful influence as would otherwise have secured his promotion. The manner in which he conducted himself whilst serving under Captain Barrie will be seen by the following testimonial:

"These are to certify that Commander J. W. Gabriel served under my command for upwards of *six years*, as *first lieutenant* of H. M. ships Brilliant and Pomone; during the whole of which time, he conducted himself in a most exemplary manner. I ever found him a cheerful volunteer on all occasions of danger, and I never entrusted him with the execution of any kind of service, which he did not perform, most completely to my satisfaction, and highly to his own credit. I have communicated to him, at different times, the official thanks of almost every superior officer the Pomone served under, particularly of Sir Richard Keats, for his zealous exertions in burning H. M. brig Atalante in the face of the enemy, when on shore on the Isle St. Martin, after the boats of the Penelope had failed in the attempt; also for his meritorious exertions to save the crew of H. M. cutter Pigmy, when she was wrecked on Isle Rhé.—Of Sir Richard Strachan, for his able and gallant conduct in capturing and destroying, with the boats of the Pomone, &c. &c. sixteen of the enemy's vessels under Sables d'Ollone\*. For this service, and his general conduct, he also received the thanks of Lord Gardner, who strongly recommended him to the Admiralty for promotion.—Of Lord Henry Paulet and Lord Collingwood, for his gallant conduct in cutting out a large French brig from under the guns of the batteries of Oneglia. Lord H. Paulet and his crew, who witnessed this affair, as a mark of their admiration of it, refused to participate in their share of the capture.—He was also publicly thanked

---

\* See Vol. II. Part II. p. 721 *et seq.*

for his spirited conduct in capturing, with the boats of the *Pomone*, the French privateer *le Jupiter*, of twelve 12-pounders and sixty-eight men. I also communicated to him (in common with the rest of the officers and crew of the *Pomone*) Sir Charles Cotton's thanks for, and approbation of, his disinterested conduct in foregoing all claim to the property of Lucien Buonaparte when he was captured by the *Pomone*, though this property was legal prize, but taken under circumstances which the crew of the *Pomone* did not think it would become Englishmen to take advantage of. I likewise conveyed to him Sir Charles Cotton's official thanks for his conduct at the destruction of the enemy's ships and batteries in Sagone Bay; and Sir Charles Cotton, some time after this event, wrote to me, to signify his disappointment and surprise that Lieutenant Gabriel was not promoted for this service: in short, I always found Captain Gabriel, while serving as first lieutenant under my command, not only an active, brave, able seaman, but also an excellent officer, and honorable private gentleman.

(Signed) "ROBT. BARRIE, Commodore."

The destruction of the *Atalante* was a service of great danger, as the breakers ran so high that Lieutenant Gabriel did not think it prudent to attempt passing through them with the large boats under his orders, and therefore went in the jolly-boat, conducting her with so much coolness and skill as to excite the admiration of every spectator. On the occasion of the loss of the *Pigmy* he was absent from his ship ten hours, the whole time exposed to most severe cold weather, and the fury of a tremendous gale, which, added to extreme fatigue, had such an effect upon his boat's crew, that on their return to the *Pomone* only four of them could walk up her side: of the other persons then with him, fourteen in number, one lost the use of his limbs, and was never again fit for service. The cutting out of the French vessels from the Sables d'Ollone, and the destruction of three national ships in Sagone bay, have been officially described in our memoir of Captain Barrie; we shall therefore only repeat, that Sir Richard J. Strachan, on seeing the former towed out by the boats under Lieutenant Gabriel, was so delighted with the success attending the gallant enterprise, that he telegraphed to his squadron, "*the Pomone has great merit.*" The total number of vessels, including two privateers, captured and destroyed by the boats of that ship, under the immediate command of Lieutenant Gabriel, was forty-one; and

ten of these appear to have been taken close under the enemy's batteries. The other services in which he bore a prominent part, have been recorded in pp. 722—727 of Vol. II. Part II. Let us now turn our attention to the internal discipline of the Pomone.

“ Captain Barrie and his first lieutenant,” says our informant, “ seems to have been actuated by a perfect unison of sentiment ;—can it then be wondered at, that the former should commit to his able assistant the whole internal management of the frigate ? The prominent feature in the character of each was humanity, and from it sprung up their wish to diffuse comfort and happiness to all under their controul. In addition thereto, they were both known to be brave and decisive in all their actions. The crew, well aware of their possessing these essential qualifications, paid implicit obedience to all orders, and even felt pleasure in obeying. Mutual confidence was fully established before they had long been together ; doubt and suspicion were, of course, as speedily banished from every mind. Caprice and an intoxication of power were never indulged in by the officers ; on no occasion had the men cause to lament that what they were taught to consider law on one day would be declared high treason and insubordination the next. It was a gratification of the highest kind, to see the pleasing result of this unanimity of disposition between Captain Barrie and Lieutenant Gabriel, the latter of whom treated the men as children entrusted to his care, but having particular duties to perform, on the prompt execution of which both his and their lives depended, and, what is more to the truly brave, their honor. The crew regarded him as their adopted father ; their true friend and watchful protector.” The gentleman, now deceased, who furnished us with the particulars of this officer's naval career, “ often saw the men approach him on the quarter-deck, with a modest manly confidence, whether to prefer a complaint or to solicit a favor. There was not that awe, strongly allied to fear, which the boldest spirit feels in the presence of a despot who has no other qualifications to demand it but pride and power. They knew that they would be heard with temper, and that if their complaint was well-founded, or their wish refused, they would be dismissed with urbanity, and probably retire fully satisfied with the lieutenant's reasoning in either case. Were this system to be generally adopted in the royal navy, the service would no longer be regarded as the school of despotism ; sailors would cheerfully enter ; the primary cause of desertion, or, more plainly speaking, cruelty assuming the mask of discipline, would no longer exist ; the odious method of manning our ships by impressment would soon become obsolete ; and, instead of the proud spirit of British tars being broke down, by the tyranny of an upstart,” (as we ourselves have often witnessed), “ they would be made happy in their respective stations by the enlivening cordials of humanity and kindness.



“Lieutenant Gabriel’s eye was always on the watch, not only to see that every man did his duty, but to increase the comforts of his companions in war: even to their amusements he extended his beneficial exertions when the service admitted of relaxation. In order to unbend their minds and cheer them with variety, they were permitted to amuse themselves with theatrical exhibitions, particularly when they were in harbour, and the ship was reported ready for sea, on which occasions the officers frequently honored them with their presence as spectators. This produced the most salutary effect, by keeping the whole crew in good humour, and worked very powerfully upon them.

“It also was a most delightful sight to pass along the lower-deck when all hands were piped to dinner. Their table-covers, plates, dishes, knives, &c. were equally distinguished for cleanliness; happiness was depicted on every brow, and reflected, as in a mirror, the same pleasing effect on the countenance of their protector, arising from the happy result of the wise system he had adopted. A pleasing silence reigned from stem to stern—no wrangling—no swearing; all was harmony;—decency and propriety were the order of each and every day: it had all the appearance of a well regulated family, under the controul and superintendence of a masterly conductor, who knew how judiciously to correct the dissolute and reward the meritorious.

“I shall here adduce a proof of the mutual confidence which subsisted between the officers and crew of the *Pomone*, the effect of a wise and well regulated indulgence; for it would be an injustice to both, were I to withhold the fact, that, whenever the service would admit of it, one-half of the ship’s company were allowed to go on shore daily, and that, so far from desertions often taking place, the liberty-men seldom returned on board unaccompanied by volunteer seamen. How few instances can you, even with your extensive information, bring forward of a plan so liberal, rational, and blended with the purest principles of humanity, having been adopted in the ships of the royal navy during the reign of King George III., the period to which, I find, you intend to confine your particular attention? The important benefits resulting from such a system are beyond the power of the most subtle and ingenious sophistry to subvert, or to prove fallacious and nugatory.

“At the court-martial for the loss of the *Pomone* \*, the president, Rear-Admiral (now Sir William) Hargood observed that Lieutenant Gabriel did not answer the questions of the court to his satisfaction, upon which the whole of the other members, including the present Sir David Milne, and Captains John Towers and the Hon. George Cadogan, declared that they never heard more distinct evidence; adding, that Lieutenant Gabriel appeared to them to have great merit for his conduct on that occasion, where coolness

---

\* See Vol. II. Part II. p. 727.

and exertion were more requisite than in any other situation a ship could possibly be placed in. On hearing the evidence read over, the Rear-Admiral subscribed to the just opinion of his colleagues, by whom it was allowed that the *Pomone's* internal regulations, the appointment of her boats, and the discipline and happiness of her crew, were not to be excelled by any ship in the service. How must the heart of this brave and deserving officer swell with indignation when he contemplates the anxious moments he has passed, the perils he has contended with, and the wounds he has received in his country's cause, to see boys without any extraordinary merit, and possessing no other claim than that afforded by the shadowy appellation of '*honorable*,' pass over his head with the velocity of meteors! If you analyse the pretensions of the latter, what do they too frequently end in but the visionary vacuum of *exalté* birth.

"Through the spirited and unceasing exertions of Captain Barrie, my friend Gabriel was made a commander in March 1812; since which he has made every effort in his power to obtain employment, but without success. On obtaining a pension for his wounds, he immediately settled its amount upon his mother for her life. As a husband, a father, or a master, his character is equally amiable and affectionate. He married Maria, eldest daughter of William Holbrook, Esq. an eminent solicitor of Ledbury, in Herefordshire, a lady possessing every qualification to make him supremely happy. By her he has one son and one daughter."

The foregoing information was communicated to the author in Sept. 1824, at which period Commander Gabriel occupied a small farm at Newbury, in Worcestershire, and was "enjoying, in the highest degree, the *otium cum dignitate*, visited by many of the most respectable families in the neighbourhood, beloved and esteemed by all for his urbanity, his modesty, and his cheerfulness of temper, and bringing up his offspring in the paths of virtue, integrity, and honor." He subsequently received a letter from Rear-Admiral the Hon. Thomas Bladen Capel, of which the following is an extract:—

"I can enter fully into your mortified feelings at the neglect of your very meritorious services, and be assured that whatever influence I may have shall be most cheerfully exerted in your behalf."

In the ensuing month (Aug. 1827) we find his friend Commodore Barrie addressing Sir George Cockburn as follows:—

"At the request of a very deserving officer whom I am anxious to serve, I enclose a memorial which I will thank you to place before the Lord High Admiral. Of Captain Gabriel I can honestly say to you, that I

never knew a better officer, a better seaman, or a braver man, than he proved himself during six or seven years he served with me as first lieutenant. He is really a most valuable officer."

Although so desirous of being employed afloat, Commander Gabriel did not obtain an appointment until June 1830, when he commissioned the *Columbine*, of 18 guns, fitting out for the West India station. His promotion to the rank of captain took place July 2d, 1831.

This officer's eldest brother, Burd, was educated for the church; but preferring the army, and having a cornetcy given him by H. R. H. the Duke of York, he joined the Queen's Bays, and has risen by his merit alone to the rank of lieutenant-colonel. He was aide-de-camp in the late war to Lieutenant-General Stewart. John, the second son of Dr. Gabriel, was a major in the Hon. East India Company's service, and died in the year 1815, aged 35. Vere, the fourth son of the same worthy divine, received his education at the Royal Naval College, and died whilst serving as first lieutenant of the *Active* frigate, in the beginning of 1824. Mrs. Gabriel's brother, Thomas Holbrook, Esq. is a commander in the royal navy.

*Agents*,—Messrs. Stilwell.



## ADDENDA

### TO POST-CAPTAINS OF 1801.

#### ALEXANDER WILMOT SCHOMBERG, Esq.

THE Schombergs are a branch of the family of the Duke of Schomberg, who commanded the King's troops, and fell at the battle of the Boyne, aged 80 years. They first came over to England with William III., and are the only family of that name in these dominions.

The subject of the following memoir is the eldest son of the late Captain Sir Alexander Schomberg, R. N. by Mary Susannah Arabella, only child of the Rev. Henry Chalmers, and niece to Sir Edmund Aleyn, Bart. \*

Mr. ALEXANDER WILMOT SCHOMBERG was born in 1775, and first went to sea, at the age of ten years, in the Dorset yacht, commanded by his father, of whose services we have given a brief account in p. 817 of Vol. II. Part II. In 1788, he joined the Porcupine 24, Captain Lambert Brabazon, stationed on the N. W. coast of Ireland; and in 1789, the Lowestoffe 32, Captain Edmund Dodd, employed in the English Channel. We subsequently find him in the Trusty 50, bearing the flag of Sir John Laforey, commander-in-chief at the Leeward Islands, by whom he was appointed to act as lieutenant of the Nautilus sloop, Captain (now Lord Henry) Paulet, immediately after the capture of Tobago, in April, 1793 †.

On the arrival of the expedition sent from England to re-

\* Lady Schomberg was an heiress on her mother's side, and possessed of an estate called the Priory, in Essex.

† See Vol. I. note at p. 514.

duce the other French colonies, Mr. Schomberg, whose appointment had been confirmed in July 1793, was removed by Sir John Jervis into the *Solebay* 32, Captain William Hancock Kelly; and he appears to have been entrusted with the command of fifty seamen, landed from that ship, to co-operate with the army under Sir Charles Grey, during the whole of the laborious and extremely harassing operations against Martinique, St. Lucia, and Guadaloupe\*. He also served on shore when an attempt was made to re-conquer the posts in the latter island, which had been unexpectedly and successfully attacked, during the hurricane season, by a republican force under the notorious Victor Hugues †.

In common with most of his companions in arms, Lieutenant Schomberg suffered severely from the effects of such constant exposure, excessive fatigue, and very great privations; and at length he had so violent an attack of yellow fever, that his life was only saved by the commander-in-chief ordering him a passage home in the *Dictator* 64. His next appointment was, in June 1795, to be second of the *Glatton* 56, Captain (now Sir Henry) Trollope, whose celebrated action with an enemy's squadron, consisting of a cut-down 74, five frigates, a brig, and a cutter, July 15th, 1796, we have recorded in Vol. I. p. 147, *et seq.*

During this remarkable combat, which took place in a quarter-less-five fathoms water, close to the Brill light-house, Lieutenant Schomberg commanded on the lower-deck, and, finding that his men were not sufficiently numerous to fight all the guns on both sides, he resorted to Lord Anson's expedient of forming them into small gangs, to load and run out in quick succession, leaving only two picked hands at each gun to point and fire it. His gallant and judicious conduct on this occasion was highly approved and publicly acknowledged by Captain Trollope.

On the *Glatton's* return into port, Lieutenant Schomberg was appointed first of the *Amphion* frigate, Captain (now Sir

---

\* See Vol. II. note at p. 107 *et seq.*; and Vol. I. pp. 19, 711, and 841.

† See Vol. II. pp. 109—113.

Israel) Pellew, as a step towards promotion; but unfortunately that ship was destroyed by fire, in Hamoaze, whilst he was on his passage to join her. We subsequently find him commanding the Rambler brig, of two hundred tons, mounting 14 long six-pounders, with a complement of 86 men. In July 1797, while cruising on the Dogger Bank, he captured the French brig privateer *Prospère*, of 16 guns and 73 men.

In April 1798, this officer was promoted to the rank of commander, and sent in the Rambler, then registered as a sloop-of-war, to join the squadron under Vice-Admiral Waldegrave (the late Lord Radstock), on the Newfoundland station. Returning from thence, as convoy to the trade bound to Portugal, he encountered, on the Great Bank, a tremendous gale of wind, in which the Rambler was thrown on her beam-ends, and nearly foundered. After getting her before the wind, he succeeded, though not without great exertions, in throwing twelve of her guns overboard, reserving two for signals; and she was subsequently armed, at his request, with 18-pounder carronades, thereby reducing the dead-weight on deck, and rendering her a more formidable vessel in action. Some time afterwards she pitched away her bowsprit and fore-mast, during another violent storm, whilst in the Race of Alderney.

Captain Schomberg obtained post rank on the 1st Jan. 1801; and was appointed to the temporary command of the Windsor Castle 98, off Brest, in 1804. From Oct. 1807 until Aug. 1812, he commanded the Loire frigate, of 48 guns and 300 men.

Early in the spring of 1808, Captain Schomberg was sent, with the *Success* frigate under his orders, to the Greenland seas, for the protection of the fishery; and although the Loire and her consort were only fitted for common Channel service, he persevered until they got to the northward of Spitzbergen, and reached the main ice of that hemisphere. On the 4th June, the ships were in lat. 77° 30' N., long. 3° 00' E. The *Success* was then commanded by Captain John Ayscough, late Commissioner at Jamaica and Bermuda.



Towards the close of 1808, Captain Schomberg escorted a fleet consisting of 168 transports, having on board a fine and gallant army, 14,000 strong, under Sir David Baird, from Falmouth to Corunna, where every ship was safely anchored, without casualty or loss of any description, on the fourth day from England. The only men-of-war in company with the Loire when this important service was so ably, expeditiously, and successfully conducted, were the *Amelia* of 46 guns, and *Champion* 24, Captains the Hon. Frederick Paul Irby and James Coutts Crawford. The *Sybille* 46, Captain Clotworthy Upton, had also been placed under the orders of Captain Schomberg, but was unable to accompany him in consequence of a leak in her magazine.

Captain Schomberg was afterwards employed in co-operation with the Spanish patriots, on the coasts of Galicia, Asturias, and Biscay. He subsequently visited Cadiz, proceeded from thence to the Tagus, and there received on board 100 Russian prisoners of war, for a passage to England. On his return homeward, Feb. 5th, 1809, he captured, after an anxious chase of eight hours, and a short night action, the French national ship *Hebé*, pierced for 34 guns, but mounting only twenty-two 24-pounder carronades and two long 12-pounders, with a complement of 168 men. This little frigate was quite new, and full of stores under hatches, then cruising, but ultimately bound to St. Domingo. She was added to the British navy, under the name of "*Ganymede*."

In the beginning of 1810, after convoying a battalion of the 60th regiment from Spithead to Barbadoes, Captain Schomberg was entrusted with the command of a squadron stationed to windward of Guadaloupe, to intercept any reinforcements or supplies intended for the enemy's garrison; and on the surrender of that valuable island, he was ordered to convey the French "Captain-General" (Ernouf) and his suite to England, where he arrived in the month of March. On the passage home, he encountered a violent hurricane, in which two of the transports under his convoy, full of French prisoners, foundered.

In May, 1810, Captain Schomberg, then on the coast of

Norway, had the good fortune to save H. M. sloop *Snake* from being captured by eight Danish national brigs; which vessels, however, taking advantage of a sudden calm, effected their escape by sweeping.

During the remainder of that season, the *Loire* was employed in the Gulf of Finland, watching the Russian fleet; and she subsequently cruised at the entrance of the Cattegat, until obliged by tempestuous weather to bear up for England, having previously parted company with her consorts, the *Cruiser* and *Erebus* sloops. After refitting, she accompanied the outward bound West India convoy to the latitude of Madeira.

In 1811, Captain Schomberg commanded a squadron of two frigates and four sloops, stationed in the Sleeve, where he rendered most effectual protection to the Baltic trade. Returning from thence, in December, the *Loire* providentially escaped the melancholy fate of the *Minotaur 74*, with which ship she had sailed from Wingo Sound, on the 15th of that month, and kept company until the 19th; when, observing the high land of Camperdown on the lee-bow, and fearing that the wind would not keep to the northward of west, Captain Schomberg prudently resolved to continue no longer on the starboard tack, although the master and pilot of the *Loire* were decidedly bent upon doing so. The *Minotaur*, then about seven miles on the weather-quarter of the *Loire*, persisted in endeavouring to weather the coast of Holland, got embayed, and was wrecked near the Texel, on the night of the 22d; the wind having shifted to S. W. very soon after Captain Schomberg had wore, in order to keep the North Sea open. According to the Dutch official account, only 110 of the *Minotaur's* officers and men succeeded in reaching the shore: the remainder, including her captain, perished\*.

In the spring of 1812, Captain Schomberg once more returned to the Baltic station, and again commanded a light squadron; with which he kept the Danish cruisers so completely blockaded that a single sloop-of-war was sufficient

---

\* See *Nav. Chron.* vol. xxv., p. 56; and vol. xxxvii. p. 181.

protection for any fleet of merchantmen crossing the North Sea. In the ensuing summer, he escorted a convoy out of soundings, to the westward; and on the completion of that service we find him appointed to the York 74, then cruising off the Scheldt, but subsequently attached to the Channel fleet, and occasionally employed in the blockade of Rochefort and l'Orient.

After the abdication of Napoleon Buonaparte, in 1814, Captain Schomberg, with the Vengeur 74, Captain Tristram Robert Ricketts, and Erne 20, Captain the Hon. W. J. (now Lord) Napier, under his orders, conducted a body of troops from Bourdeaux to Quebec, each line-of-battle ship carrying out no less than 1000 men, in addition to her proper complement. On his return home, he submitted to Lord Melville and the Board of Admiralty a plan for the future victualling of the seamen and marines of H. M. fleet, wherein he was the *first* to propose the substitution of tea, sugar, &c. for half the usual allowance of spirits; leaving it, however, at the option of captains and other commanding officers, to issue the full allowance of grog whenever they might judge it necessary, in bad weather, &c. &c. This suggestion was highly approved of by Lord Melville, from whom he received a most flattering letter on the occasion; eight or nine years, however, elapsed before a fair trial was made, when the alteration was found to have proved so very acceptable to the crew of the Thetis frigate, commanded by Sir John Phillimore, that a general change in the system of victualling H. M. navy was immediately determined upon. From this much benefit must result in future wars, particularly when troops are embarked, as on such occasions drunkenness, irregularities of every kind, and consequently punishments, have always hitherto been found greatly to increase in consequence of the ease with which sailors could obtain grog from sea-sick and other soldiers, who will now have little or none to dispose of. At the close of the war with America, he commanded a squadron off Cape Clear; and in Aug. 1815, we find him putting the York out of commission.

In 1818, Captain Schomberg printed, for private distribu-



tion, a tract entitled "Naval Suggestions," and embracing a variety of subjects,—such as the building, classification, arming, manning, and fitting of ships; "with Observations and Remarks in other departments of the Service." These were also most highly approved of by Lord Melville, the Board of Admiralty, and all the officers of high rank, to whom copies were presented; and many things therein proposed have been adopted with success.

Captain Schomberg's next appointment was, Mar. 1st, 1829, to the *Melville 74*, in which ship he was serving, on the Mediterranean station, when advanced to the rank of Rear-Admiral, July 22d, 1830.

This highly meritorious officer married, 1st, Catherine Anna, daughter of the late Stepney Rawson Stepney, of Castle Durrow, King's County, Ireland, Esq.; and, 2dly, in 1804, Anne, youngest daughter of the late Rear-Admiral Richard Smith (an old officer, much beloved and respected), whose mother had the honor of being entrusted with the care of her future revered monarch, King George III., in early life, and was applauded and caressed for the judicious manner in which she acquitted herself of so important a charge. Rear-Admiral Smith was made a post-captain in Nov. 1762, and died at Poulton-cum-Seccombe, in Cheshire, in July 1811. Rear-Admiral Schomberg's eldest son by his first marriage is a lieutenant in the royal navy, which rank he obtained on the 11th Sept. 1827. By his present lady he has had two sons, one of whom, named Charles Frederick, is a midshipman in the navy; and the other, George Augustus, a child at school.

---

### JOHN FERRIS DEVONSHIRE, Esq.

ENTERED the naval service in 1789, as midshipman on board the *Cumberland 74*, Captain John M'Bride; served afterwards in the *Penelope* frigate, Captain Sir John Lindsay, on the Halifax station; and subsequently in the *Trusty 50* and *Queen 98*, bearing the flags of Sir John

Laforey and the first Lord Gardner, at the Leeward Islands.

In 1794, just twelve months before he had completed the usual period of service as a petty officer, Mr. Devonshire was appointed by Sir John Jervis (afterwards Earl of St. Vincent) to act as ninth lieutenant of his flag-ship, the *Boyne* 98; a distinguished mark of that officer's approbation of his conduct on various occasions, whilst entrusted with the command of the *Berbice* schooner and various other small vessels, but more particularly for his active and successful co-operation with a Spanish brig of war, employed in clearing the coasts of Porto Rico of pirates and French privateers, by which the communication with St. Domingo had been interrupted, and the supplies for the British army at Martinique materially obstructed. His services during an insurrection amongst the slaves in St. Lucia, to which island he had conveyed the late Lieutenant-General Sir William Myers, in the hurricane season, procured him also thanks from General Sir Charles Grey, the military commander-in-chief.

Upon Sir John Jervis resigning the chief command in the West Indies, he appointed Mr. Devonshire a lieutenant of the *Terpsichore* frigate, Captain Richard Bowen, then employed in the important service of defending the British garrison of Fort Matilda, in Guadaloupe. Lieutenant-General Prescott, in one of his official despatches detailing the events of the siege, states, that the duty allotted to the *Terpsichore* was performed in a manner that "beggars all description." The particular share assigned to Lieutenant Devonshire was that of keeping up with the boats the communication between the ship and the garrison, conveying supplies, &c. which it was necessary to do for upwards of two months, under a constant heavy cross fire.

The *Terpsichore* was latterly employed on the Mediterranean station, under the orders of Sir John Jervis, who in a private letter, dated off Toulon, July 27th, 1796, expresses himself as follows:—

"My dear Sir,—Devonshire is every thing that you or his mother can wish him to be, and now first-lieutenant of the *Terpsichore*. Should she

have the good fortune to fall in with a French frigate, I will be responsible for the issue being successful, when he will get promotion off his own bat. It is a lamentable thing that Lord Spencer, in all other respects an unexceptionable man, should have deprived commanders-in-chief on foreign stations of the means to reward merit. Yours sincerely,

(Signed)

“ J. JERVIS.”

“ *To John Lemon, Esq.*”

Captain Bowen's official report to Sir John Jervis, of the subsequent capture of a Spanish frigate, the Mahonesa, has been given at full length in p. 411 *et seq.* of Vol. II. Part I. and will be found to contain the following eulogy on Lieutenant Devonshire's conduct in and after that gallant action:—

“ I am unwilling to speak of the particular conduct of any of the officers ; but the talents displayed by my first-lieutenant, Devonshire, who was but just out of the sick list, added to his uncommon fatigue in taking care of the prize, and the very able manner in which he conducted and prepared to defend her, entitle him to this distinction, and prove him highly deserving of the recommendation you gave him with his appointment in the West Indies.”

The Mahonesa, though entirely dismantled, and otherwise much injured, was soon re-equipped at Gibraltar, and there commissioned by Lieutenant Devonshire, whose conspicuous bravery and zeal did not fail to procure him immediate promotion. After commanding her for four months, he was superseded by a post-captain, at Lisbon, from whence he returned home with despatches. His next appointment was, in July 1800, to the command of the Dart sloop, which vessel he commanded at the memorable battle of Copenhagen, April 2d, 1801.

On this glorious occasion, the Dart was selected by NELSON to board one of the Danish block-ships ; but the grounding of the Bellona and Russell 74's, rendered it necessary for her to join the ships opposed to the Crown batteries. Immediately after the battle, her commander was appointed acting captain of the Alcmena frigate ; but on the 23d May, we find the great hero thus addressing him :—

“ *St. George, May 23d, 1801.*

“ Dear Sir,—I am sorry that it is necessary to send any captain to the Alcmena, which will render it necessary for you to return to the Dart ; but, if you will take my advice, make the best of the case ; for as it must



be, it is of no use going against the arrangement of the First Lord of the Admiralty. Report says, that Captain M'Kinley is not confirmed post, as the Admiralty consider it as their vacancy, and I think it very possible you may be intended for it. That it may prove so, is the sincere wish of your most faithful servant,

(Signed)

“ NELSON & BRONTE.”

“ P. S. Join me off Rostock.”

As Nelson conjectured, so did the Admiralty decide. Captain M'Kinley, a most gallant, intelligent, and worthy officer, was not confirmed; and Captain Devonshire, no less meritorious and brave, received the much-coveted commission, dated April 27th, 1801; from which period he commanded the *Glatton* 56, until she was paid off, in consequence of the treaty of Amiens. His patron, the Earl of St. Vincent, was then at the head of naval affairs, and subsequently wrote as follows:—

“ *Rochetts, 7th May, 1811.*

“ My dear Sir,—I have great pleasure in bearing testimony to the meritorious services of Captain Devonshire, who obtained the different steps, up to the rank he now holds, by his good and gallant conduct, under the auspices of your very sincere and obedient servant,

(Signed)

“ ST. VINCENT.”

“ *To John Lemon, Esq., 43, Piccadilly.*”

Captain Devonshire's next appointment was, in Jan. 1812, to the *Armada* 74, in which ship he escorted an outward bound East India fleet to a certain latitude, and then proceeded to Cadiz, where he assumed the command of the *St. Albans* 64, and continued until the raising of the siege of *la Isla de Leon*, the principal events of which we have before related.

In Feb. 1813, the *St. Albans* having been paid off, Captain Devonshire was appointed to the *Albion* 74; and during the very severe winter of 1814, we find him, with a frigate and a sloop under his orders, capturing many American merchant vessels, off Nantucket shoals. Unavoidable exposure to the weather during the time that he was thus employed, having brought on frequent attacks of gout in a very aggravated form, he was induced to exchange into the *Sceptre* 74, under orders for England; and, unfortunately, ill health obliged

him to give up the command of the latter ship, soon after her return home. He subsequently received a letter from our present most gracious Monarch, of which the following is an extract:—

“I am glad to have received, and shall keep the detail of your services. Nothing will, in the event of future war, give me more real pleasure than that of having the advantage of your presence under my immediate command.

“*Brighton, Jan. 21st, 1815.*”

In consequence of the order in council of June 30th, 1827, Captain Devonshire, though he had already commanded five rated ships, found it necessary to solicit an appointment to another, in order that he might qualify himself for promotion, agreeably to the new regulations. His applications were at length attended with success, and in Jan. 1829, he assumed the command of the Kent 78, stationed as a guardship in Hamoaze, where he had the honor of displaying a broad pendant during the temporary absence of his commander-in-chief, Admiral the Earl of Northesk.

On the 22d July 1830, a general promotion of flag-officers, &c. took place in honor of the accession of King William IV., when Captain Devonshire was placed on the list of Retired Rear-Admirals, and immediately superseded in his command, the retention of which for about four weeks longer would have fully entitled him to a flag. The hopes he had long and anxiously cherished, of arriving at the highest grade in his profession, to which he considered his devotion to the service for so many years entitled him, were thereby destroyed; and his naval career terminated in a manner most unexpected and distressingly painful. He subsequently submitted his case to the sovereign, urging the very peculiar and unprecedented hardship of being debarred from promotion by the retrospective effect of an order in council, and of being prevented from completing the newly prescribed term of service by an earlier supercession than was customary; but his memorial has not yet met with the favorable consideration which he was once rather sanguine in expecting. We may venture to state, however, that he has

been sympathized with, and much commiserated, by all to whom his merits as an active, brave, indefatigable, and zealous officer are known. His brother, Richard, is a commander in the royal navy.

---

ADDENDA TO POST-CAPTAINS OF 1819.

---

SIR GEORGE AUGUSTUS WESTPHAL, KNT.

Is brother to Captain Philip Westphal, R. N., whose descent from a very ancient German noble family we have noticed in p. 139; and, like him, he commenced his naval career under the auspices of the late Duke of Kent. He first went to sea in the Porcupine 24, Captain Andrew Fitzherbert Evans; but very shortly afterwards joined Lord Nelson, with whom he continued until the battle of Trafalgar; on which glorious occasion he was severely wounded in the head by a langrage shot, and laid in the cockpit by the side of the dying hero.

Immediately after this memorable event, Mr. George A. Westphal was rated master's-mate of the Victory; and on the 15th Aug. following, promoted to the rank of lieutenant, in the Demerara sloop, Captain William Patterson, employed at the Leeward Islands. In 1807, he was obliged to invalid, owing to the effects of the climate; and on his passage home he was again badly wounded, whilst most gallantly defending a merchant vessel in which he had embarked, against the persevering and at length successful attacks of l'Alert French ship privateer, of 20 guns and 140 men, afterwards captured by the Blonde frigate, Captain Volant Vashon Ballard\*.

The merchantman to which we allude was the Highlander, a large ship mounting 12 carronades, with a crew of 35 fine young men, whom Lieutenant Westphal had daily exercised at their guns, and rendered tolerably expert in the use of

---

\* See Vol. I. Part I. 188.



them. On seeing the enemy approach, they unanimously requested him to take charge of the Highlander during the conflict which they were determined to maintain, and which continued from 10 A. M. until 1-20 P. M. During this period, l'Alert made three ineffectual attempts to board, and sustained great loss in killed and wounded; but unfortunately the fourth assault proved more effectual, and the British were obliged to submit, with the loss of five slain and eight, including Lieutenant Westphal and the gallant mate of the Highlander, wounded. The prize was then carried to Point-à-Pitre, in the island of Guadaloupe; and it having been represented to the French Governor, that little or no resistance would have been offered to the captors had not their principal prisoner taken so active a part, he was instantly ordered into close confinement on board a prison-ship, and there kept on bread and water. Fortunately, however, the commander of a privateer, to whom he had formerly rendered some service at Barbadoes, happened to hear of his situation, and, after vainly interceding in his behalf, informed him that, unless he escaped in the prison-ship's boat, he would certainly be sent to France, "as a punishment for his refractory conduct," in assuming the command of the Highlander. Not relishing the idea of being kept a prisoner until the end of the war, he immediately came to the determination of attempting his escape, and a favorable opportunity soon presented itself. Taking advantage of a dark night, and being joined in the attempt by the mate and two other men of the Highlander, he lowered himself down into a small boat, sixteen feet long, provided with only two oars, a blanket, two bottles of water, and a few biscuits; started for the narrows of the harbour, and when hailed by the fort, answered "bateau pêcheur," which lulled all suspicion and enabled him to gain an offing unmolested; it being the custom at Guadaloupe for fishing boats to pursue their occupations by night as well as by day.

After suffering much from fatigue, hunger, and thirst, Lieutenant Westphal was picked up by an American merchant schooner from Guadaloupe bound to New York; which vessel was detained on the following day by an English

privateer, and carried to Antigua. He shortly afterwards returned home in the *Venus* frigate, and was subsequently appointed to the *Foudroyant* 80, bearing the flag of Rear-Admiral Albemarle Bertie; and *Neptune* 98, commanded by Captain Sir Thomas Williams. The latter ship formed part of the force with which Sir John T. Duckworth pursued a French squadron to the West Indies, in 1808; and in the following year she again proceeded to the same quarter, for the purpose of assisting in the meditated attack upon Martinique.

During the operations against this colony, Lieutenant Westphal, who had previously exchanged into, and become first of, the *Belleisle* 74, was most actively employed on shore, first in erecting, and afterwards in fighting the batteries, under the superintendence of acting Commodore (now Sir George) Cockburn, whose fortunes he ever afterwards followed until his promotion to the rank of commander. The manner in which the *Belleisle* was employed immediately subsequent to the reduction of Martinique will be seen by reference to p. 424 *et seq.* of Suppl. Part I. In p. 208 of Suppl. Part IV. we have stated that Lieutenant Westphal commanded a sub-division of gun-boats at the attack and capture of Flushing, in Aug. 1809; but we should have added, that he was then upwards of fifty hours under the enemy's fire. We are indebted to Brenton's *Naval History* for the following account of the service in Quiberon Bay, to which we before only partially alluded:—

“The Marquis Wellesley had, in Nov. 1809, returned from Spain, thoroughly acquainted with the disposition of the Spaniards. On one point, alone, he was ignorant. Ferdinand VII. having long before the arrival of the British ambassador at Cadiz, thrown himself a willing victim into the arms of Napoleon and his treacherous generals, was hurried away captive to Valançay. Upon the character and talents of this prince, therefore, the Marquis had not the means of exercising his own judgment; but trusting to the ‘*vox populi*,’ he very naturally concluded that no event would be more acceptable to them, than the arrival of their king. The national songs composed at this period were burdened in every couplet with the name of Fernando, frequently associated with that of his gracious Majesty King George III., and they invoked the aid of Heaven, and England, for the restoration of their beloved monarch, at whose presence discord, war, and famine, were fondly expected to cease.

“ Lord Wellesley having imparted his sentiments to his Majesty and the cabinet, the release of Ferdinand was determined on. The Baron de Kolli, an intrepid and enterprising foreigner, being honored with the confidence of the British Government, was furnished with a letter from the King of England, written in Latin, and addressed to the King of Spain, signed by George III., and counter-signed by the Marquis of Wellesley. To this letter was added another, written in the same language, and addressed by Charles IV. in 1802, to his Britannic Majesty.

“ Early in Feb. 1810, Captain Cockburn was appointed to the command of the Implacable 74, with a frigate\* and two small vessels under his orders. He was directed to receive the Baron de Kolli and his friend on board, and to proceed in the execution of his orders, which were to land him in Quiberon bay, and to await his return, and that of Ferdinand, to the sea-shore. Jewellery to the amount of £10,000 was placed in the hands of Captain Cockburn, who, with the assistance of Mr. Westphal, (his first lieutenant,) and the Baron himself, sewed them up in the dresses of the latter. The Implacable sailed from Spithead early in March, and reaching Quiberon bay on the 6th, the Baron was landed on the night of the 7th, by Mr. Westphal, who left the Implacable, after dark, in a gale of wind blowing on the shore, and a considerable sea running, so that the boat had great difficulty in returning to the ship. The spot chosen to disembark at was under the convent of St. Gildas, celebrated for the seclusion of Aberlard. It was most particularly enjoined upon the Baron, by Captain Cockburn, that he should not go to Paris: there could be no reason why he should have gone; and his disobedience of this injunction was the most probable cause of his failure. His friend Albert, who accompanied him, whose nerves were none of the strongest, has been accused of betraying him. A Monsieur Ferriet was also most incautiously admitted by the Baron to his confidence: a secret intrusted to three people is seldom a secret long. The Baron, whose papers were admirably well executed, might have reached Valançay in safety; but he chose to take a lodging at the village, or wood of Vincennes, and in the castle of that name he was very shortly a state prisoner, and his papers and jewels confided to the minister of police, the acute Fouche.

“ Captain Cockburn having continued in Quiberon bay until he learnt the detection of Kolli, and the abortion of the scheme, returned to Spithead, where, on his arrival, the officers of the ship learnt what had been the object of their mission; a proof, certainly, that the Baron had not been betrayed by any one on board the Implacable †.”

Had Lieutenant Westphal been taken by the enemy whilst thus employed, there can be no doubt that he would have met with the same fate which befel the lamented Captain

\* Imperieuse, see p. 99.

† Brenton's *Nav. Hist.* Vol. IV. 421—424.



Wright. His subsequent conduct in an expedition from Cadiz, the result of which was the expulsion of the enemy from Moguer (a town on the Huebla river), and the adjacent coast, procured him honorable mention in the London Gazette, as will be seen by reference to p. 209 of Suppl. Part IV. He also commanded the boats of the Implacable in frequent actions with the French batteries between Rota and Puerto-Santa-Maria, both previous to and after this expedition\*.

Between Sept. 6th, 1810, and Feb. 18th, 1811, the Implacable was employed in conducting two Spanish first-rates from Cadiz to the Havannah, and in bringing back dollars to a large amount, shipped at Vera Cruz. On the day after the glorious battle of Barrosa, Lieutenant Westphal assisted at the attack and capture of the enemy's works between Catalina and Santa Maria, whilst at the same time his captain was employed in securing and bringing off the prisoners taken by the British army †.

The situation of Spain and her colonies at this period presented a singular spectacle to the world:—the mother country was contending with a powerful and vindictive enemy, for her existence as a nation; whilst her subjects abroad, taking advantage of her weakness and difficulties, thought it a favorable opportunity to throw off her yoke, and assert their own independence. In this extremity the conduct of England formed a striking contrast to that of Spain in 1778, when she was similarly situated: she not only sent armies and fleets to fight against the invader, but commissioners were appointed to endeavour to effect a reconciliation between Old Spain and her trans-atlantic provinces. This measure originated with the British ambassador and naval commander-in-chief at Cadiz (Sir Henry Wellesley and Sir Richard G. Keats), who considering it most essential to Great Britain, as well as Spain, and indeed to the cause of Europe in general, that some measures should be taken to stop, if possible, the progress of revolt in South America, and to reconcile the colonies to the mother country, so as

---

\* See Vol. III. Part I. p. 127.

† See *id.* p. 139.

to secure their valuable resources for prosecuting the war against France ; and it being considered that Captain Cockburn was particularly acquainted with the actual state of those provinces, and the mutual interests of the two countries, it was decided that he should proceed to England, and lay the necessary information upon those subjects before His Majesty's Government. He consequently left Cadiz in the *Druid* frigate, April 21st, 1811 ; at which period he was nominally captain of the *Alfred* 74, the *Implacable* having been sent to reinforce the fleet off Toulon.

In June following, we find the *Alfred* cruising between Capes Trafalgar and Spartel, commanded, *pro tempore*, by Lieutenant Westphal, who was afterwards charged with the equipment of the Spanish ships of war at Cadiz, preparatory to their being sent for security to Minorca. On the completion of this service, he was appointed by Rear-Admiral the Hon. A. K. Legge, to act as commander of the *Columbine* sloop, in which vessel he conveyed part of the Spanish royal family from Cadiz to Portugal.

On the 8th of the ensuing month, the *Princess of Peace*, then at Tavira, in the latter kingdom, addressed a letter to acting Commander Westphal, of which the following is a true translation :—

“ I have received with great estimation the attentive letter you have been good enough to direct me, dated the 2d instant, in which you explain to me your having requested the commandant of the British naval forces stationed at the Guadiana, to give me information of any danger that may offer from the vicinity of the enemy ; and in such case to arrange that one of the brigs of war under his orders should transport me, with my family, to a secure point. I cannot sufficiently express my gratitude, for a politeness so singular, and so worthy of estimation.

“ I have much felt not seeing the gentleman, commandant of the Guadiana forces, who introduced himself to my beloved brother, and to whom he delivered the letter, which he sent, upon finding it was for me, at which time the commandant had departed.

“ I repeat to you my most expressive thanks for your repeated politeness, and, with my beloved brothers, remain full of acknowledgments for the benefits and attention you treated us with.

(Signed) “ LA CONDESA DE CHINCON, Princesa de Paz.”

“ *To the Commandant of the Columbine, brig of war.*”

In Sept. 1811, the *Columbine* was sent to cruise between Rota and San Lucar, from which places small privateers were frequently sent to sea, disguised as fishing boats, and partly manned by deserters from the British squadron at Cadiz. On the last day of that month, acting Commander Westphal planned an attack upon two armed vessels lying under the batteries at Chipiona, from whence they were brought out by Lieutenant Green, of the *Columbine*, whose force consisted of only three small boats, and who had the satisfaction of reporting only one man wounded; whereas on the 20th March preceding, a division of the British flotilla had sustained considerable loss in an unsuccessful attempt to capture the same vessels under the same defences. Respecting this service, Rear-Admiral Legge wrote to acting Commander Westphal as follows:—

*“Revenge, Cadiz Bay, 2d Oct. 1811.”*

“Sir,—I have to acknowledge the receipt of your letter of the 1st instant, informing me of the capture of two French privateers by the boats of the *Columbine*, and I beg to express my satisfaction at the gallantry displayed by those employed, as well as your zeal and activity in the service upon which you have been employed, and which I have represented, with your letter, to the Lords Commissioners of the Admiralty, by the packet that sailed last night.

(Signed)

“A. K. LEGGE.”

In Nov. 1811, Captain Cockburn hoisted a broad pendant on board the *Grampus* 50, preparatory to his proceeding as one of three commissioners, with the diplomatic rank of envoys extraordinary and ministers plenipotentiary, nominated by the Prince Regent to mediate between Spain and her colonies, and to guarantee whatever might be adjusted on proper and equitable terms. On this occasion, he was rejoined by Lieutenant Westphal, whose late appointment as acting commander the Admiralty would not confirm.

On the 2d April, 1812, Commodore Cockburn and his colleagues, Messrs. Sydenham and Morier, received final instructions for their guidance; on the 21st of the same month they arrived at Cadiz; and on the 4th August following, returned from thence to England, the existing Government of Spain, and the majority of the Cortes, having pertinaciously



insisted upon confining the mediation to particular parts of South America, instead of taking an enlarged and liberal view, with the intention of adjusting the whole of the differences, and entering into a hearty and permanent reconciliation, as was intended and proposed by the British cabinet.

A few days after his return home from this unsuccessful mission, Commodore Cockburn was advanced to the rank of Rear-Admiral, and ordered to assume the command of the squadron at Cadiz. He accordingly once more proceeded thither, in the Marlborough 74, taking with him Mr. Westphal, as his first lieutenant. In Nov. following, he was appointed second in command on the Halifax station, where a fresh field for exertion had recently been opened; and on the 3d Mar. 1813, we find him arriving in the Chesapeake with a detached squadron under his orders.

Although the war between Great Britain and the United States of North America had existed since June 1812, the enemy's extensive navigable rivers had hitherto remained unmolested; but Rear-Admiral Cockburn was determined, so far as rested with himself, that this supineness should no longer continue. Immediately on his arrival in Lynhaven bay, he caused the necessary surveys of the channels to be commenced, and then with part of his force penetrated into Hampton roads. From thence, with armed boats, he entered James river, cleared it of vessels, and carried consternation into the heart of Virginia. An American frigate which had been lying at the mouth of Elizabeth river, watching a favorable opportunity to put to sea, was obliged to return up to Norfolk; and to prevent the possibility of her being followed, the enemy sunk a line of ships across the channel of the river between their forts. Rear-Admiral Cockburn then proceeded up the northern branch of the Chesapeake, capturing on his way several armed and other vessels. On the 22d March, he was joined by his commander-in-chief, Sir John B. Warren, with whom he penetrated nearly up to Annapolis. He subsequently proceeded, first in the Maidstone frigate, and next in the Fantome brig, until he entered the Elk river, at the very head of the Chesapeake waters. The

boats and a detachment of marines were then sent away under Lieutenant Westphal, who drove the enemy out of French Town, destroyed its dépôts of flour, military stores, &c. disabled six heavy guns, burnt five merchant vessels, and returned to the advanced squadron without the loss of a man killed or missing, and with only one wounded. The value of the property destroyed on this occasion was estimated at no less a sum than £500,000. In his official letter to Sir John B. Warren, the Rear-Admiral says:—

“ To Lieutenant G. A. Westphal, who has so gallantly conducted, and so ably executed this service, my highest encomiums and best acknowledgments are due; and I trust, Sir, you will deem him to have also thereby merited your favorable consideration and notice.”

Rear-Admiral Cockburn afterwards anchored off Spesucie Island, from whence a supply of cattle was obtained for the fleet in Chesapeake Bay. Whilst in the act of anchoring, he observed guns fired, and American colours hoisted at a battery lately erected at Havre-de-Grace, at the entrance of the Susquehanna river. This immediately gave to the place an importance which he had not before attached to it; and he therefore determined on attacking it. On the 2d May, the boats of the advanced squadron were placed under the command of Lieutenant Westphal, and ordered to assemble, at midnight, alongside the Fantome; a detachment of marines, consisting of about 150 men, embarked in them; and the whole proceeded towards Havre, under the direction of Captain John Lawrence, of the above sloop. Lieutenant Westphal led the van, in a rocket-boat, and took his station close to the battery, whilst those in the rear occupied the necessary positions for commencing the attack at dawn of day. Before that time arrived, however, he was discovered and fired upon; to which the advanced launches and rocket-boats gave so warm a return that the enemy soon fled to the furthest extremity of the town. Lieutenant Westphal then landed with his boat's crew, turned their own guns on the fugitives, and, having dismounted and seized an American officer, set out on the captured horse in pursuit of them, forgetting, in the ardour of the moment, that his friends on foot could not

possibly keep pace with him. In a few minutes he found himself surrounded by armed men, who, on discovering that he was an English officer, which he gallantly declared himself to be, demanded his immediate surrender. To this he made no reply, but resolutely dashed through them, firing his pistols right and left, and slashing away with his sword in all directions. Not only did he succeed in extricating himself from so critical a situation, but he also, after receiving a shot through one hand, actually took prisoner, and galloped off with, a captain of the American militia. In the mean time the marines landed to the left of the battery, and the enemy were soon driven from all their lurking places into the neighbouring woods. The houses of those persons who had taken up arms against the British were then burnt, the guns of the battery embarked, and, in the course of the same day, a most valuable cannon foundry, about three or four miles to the northward of Havre-de-Grace, a large store of flour, and five vessels lying in the Susquehanna, destroyed. In concluding his official report of this day's occurrences, Rear-Admiral Cockburn expresses himself to Sir John B. Warren as follows :—

“ Of Lieutenant G. A. Westphal, whose exemplary and gallant conduct it has been necessary for me already to notice in detailing to you the operations of the day, I shall now only add, that from a thorough knowledge of his merits (he having served many years with me as first lieutenant) *I always, on similar occasions, expect much from him; but this day he even outstripped those expectations, and though in considerable pain from his wound, he insisted on continuing to assist me to the last moment with his able exertions; I therefore, Sir, cannot but entertain a confident hope that his services of to-day, and the wound he has received, added to what he so successfully executed at French Town, will obtain for him your favorable consideration and notice, and that of my Lords Commissioners of the Admiralty.*”

The successful result of an expedition immediately afterwards undertaken against Georgetown and Frederickstown, situated up the Sasafra river, has been officially stated in p. 244 *et seq.* of Suppl. Part III. From May 7th until June 19th, 1813, Rear-Admiral Cockburn, with his flag again on board the Marlborough, was employed in keeping up a gene-



ral blockade of the enemy's coast. On the latter day, the commander-in-chief again joined company from Bermuda, bringing with him a small land-force under Colonel Sir Sidney Beckwith, consisting of the 102d regiment, two small battalions of royal marines, a party of the rocket artillery, and two companies of Canadian chasseurs. With this force, and detachments of seamen and marines from the ships, Sir John B. Warren resolved to make an attack upon Norfolk, a well-fortified naval arsenal and depôt, on Elizabeth river; but after an unsuccessful attempt to obtain possession of Crany Island, June 22d, this design was altogether abandoned: the loss sustained by the British afloat and on shore, amounted to three killed, sixteen wounded, and no less than fifty-eight missing; of which latter number, however, forty-one were Canadian chasseurs, or more properly speaking, Frenchmen who had been taken prisoners and enlisted into the English service, purposely to be employed in America. On the 26th of the same month, Lieutenant Westphal assisted at the attack and capture of Hampton, a fortified town, opposite to Elizabeth river: the naval operations this day were directed by Rear-Admiral Cockburn; and the total loss sustained appears to have been five killed, thirty-three wounded, and ten, including four marines, missing.

On the 1st July, 1813, Lieutenant Westphal followed Rear-Admiral Cockburn into the Sceptre 74; on the 8th of the same month, he was promoted by the Admiralty to the rank of commander; and four days afterwards he again distinguished himself as the leader of an advanced division of boats, at the capture of Portsmouth and Ocracoke Island, in North Carolina. On this occasion, he "pulled directly and resolutely" for a large brig, the Anaconda, mounting eighteen long 9-pounders, the crew of which vessel abandoned her on his near approach, although supported by a schooner, the Atlas, of ten guns\*.

The Anaconda was immediately purchased into the service, and commissioned by Captain Westphal, whose crew at first

---

\* See Suppl. Part IV. p. 213.

consisted of only sixty men, and those chiefly the bad characters of the fleet, who had been drafted from different ships by order of Sir John B. Warren. When ready for sea, he was directed to escort twelve valuable merchant vessels from Halifax to the West Indies; and while performing this service, he appears to have had a rencontre with two large American privateers, one of which struck after losing her jib-boom and fore-top-mast, but escaped in consequence of his passing on in pursuit of the largest, by whose fire his own fore-top-mast was unfortunately brought down just at the close of day, when to have continued the chase any longer would have subjected his important charge to great danger. On the 10th May, 1814, Rear-Admiral Cockburn, then in the Chesapeake, addressed him as follows :

“ Dear Westphal,—I have just received your letter of the 4th March, and assure you I was very sincerely disappointed when I learnt some time ago from Sir John Warren, that he had transferred *Anaconda* to the Jamaica station, for I had expected, and indeed had received a kind of promise, that you were to come to me, and it is such as you that I want in these waters to keep up Jonathan’s kind disposition towards me, as he is beginning to change his note, to write civilly, and to talk of peace: I am nevertheless as anxiously as ever working him annoyance. \* \* \* \*. I learn with satisfaction that the Admiralty have approved of the purchase of the *Anaconda*, and of your appointment; you are therefore so far secure in employment. \* \* \* \* \*. Adieu. Accept my best wishes for your health and success, and believe me always most faithfully and truly yours.

(Signed)

“ G. COCKBURN.”

On the same day, the Rear-Admiral wrote to his protégé’s new commander-in-chief, in the following terms:—

“ Dear Brown,—This note will be delivered to you by Captain Westphal, of the *Anaconda*, who was several years my first lieutenant, and whose zeal and gallantry on many occasions enabled me at last to obtain for him his promotion, and makes me anxious to introduce him to your notice, and to request for him your protection and favor; as in the late re-division of these stations I understand he has been fixed under your command. From a thorough knowledge of his merits as an officer, I am confident you will be pleased with him, and I therefore only add, that I shall consider as a personal favor to myself any attention or kindness which you

may be enabled to shew him. \* \* \* \* \*. Believe me always,  
 dear Brown, with the sincerest regard, most faithfully and truly yours,

(Signed)

“G. COCKBURN.”

“To Rear-Admiral William Brown,  
 &c. &c. &c. Jamaica.”

In Mar. 1814, Captain Westphal was sent to cruise off the river Mississippi, under the orders of Captain Clement Milward, of the *Herald 20*; and he appears to have continued on that station until the arrival of Sir Alexander I. Cochrane, with the expedition against New Orleans. The manner in which he was subsequently employed will be seen by the following testimonials :

“This is to certify to the Lords Commissioners of the Admiralty, that Captain George Augustus Westphal commanded H. M. sloop *Anaconda*, under my orders, upon the late expedition against New Orleans, and throughout that service his conduct was highly creditable to himself and entirely to my satisfaction.

“In the endeavours, during those operations, to place the small vessels of war as near as possible to the point of landing, Captain Westphal was particularly conspicuous in his zeal and success towards the effecting of this important object; he having, by the utmost perseverance, skill, and exertion, hove the *Anaconda* \* over a bank, nearly five miles in extent (upon which there were only eight feet of water, into Lac Borgne, and there occupied a situation that enabled that sloop to render the most essential aid and protection to the open boats conveying troops and supplies from the fleet to the army; which were frequently rescued by her assistance from the imminent danger to which they were reduced by the severity of the weather.

“Captain Westphal, after stationing his vessel, was landed with a division of her seamen, and served in the naval brigade under the command of Captain Sir E. Thomas Troubridge, who made honorable mention of his exertions. Given under my hand this 25th day of April, 1818.

(Signed)

“ALEX. INGLIS COCHRANE.”

“These are to certify the Right Honorable the Lords Commissioners of the Admiralty, that having been witness to the meritorious and indefatigable exertions of Captain George Augustus Westphal, when in the command of H. M. sloop *Anaconda*, at the time the attack was made on New Orleans, in Dec. 1814, I feel it my duty to lay the following statement before their lordships.

“The *Anaconda* was ordered by the commander-in-chief, Sir Alexander

---

\* The largest vessel of her class on the expedition.



Cochrane, alongside the Ramillies to be lightened, for the purpose of getting her as near to New Orleans as possible; and by the exertions of Captain Westphal, she was prepared for that service in a very few hours, when she proceeded up Lake Borgne, with the view of co-operating with, and protecting the boats of the squadron destined for the attack of the enemy's gun-vessels. The Anaconda was of the greatest service in receiving on board the wounded men after the capture of the flotilla\*. By his indefatigable exertions, Captain Westphal forced the brig he commanded over a bank, which extended five miles, with only eight feet water on it, which enabled him to proceed nearly twenty miles more in advance than any other of H. M. armed brigs, and which was of the greatest service to the expedition, as it enabled her to guard the passage of the boats, from the ships to their destination, with supplies for the troops; and I have every reason to believe that many of the boats would have fallen into the hands of the enemy, had it not been for the protection they received from the Anaconda. As I was ordered up the lake, I was many days on board the Anaconda. I have great pleasure in bearing testimony to the above statement, and cannot too strongly recommend Captain Westphal to their Lordships' protection. He then volunteered his services, with the greater part of his crew, to assist in the batteries before New Orleans. Given under my hand this 20th day of April, 1818.

(Signed)

“ T. M. HARDY.”

“ Having been requested by Captain G. A. Westphal, late of H. M. sloop Anaconda, to state my opinion of the situation in which that sloop was placed at the time the attack was made on New Orleans, in Dec. 1814, I feel it my duty to lay the following observations before the Lords Commissioners of the Admiralty.

“ Several of the senior captains of the fleet were directed by the commander-in-chief to occupy various stations on Lake Borgne, for the purpose of forwarding and hastening up troops, provisions, and stores for the army, the whole under the orders of Captain Sir Thomas Hardy. I was directed to take that nearest to the point of debarkation. I found the Anaconda about twenty miles farther advanced than any other of H. M. sloops, and placed in such an admirable position as enabled her most effectually to guard the passage of the boats of the squadron, from the ships to their destination against the enemy; as well as to afford them relief when, from the excessive fatigue of their crews, they were obliged to take refuge and protection on board. I therefore deemed it necessary to take up my residence on board that sloop, for the more effectually carrying on the duty entrusted to me. Captain Westphal was then serving on shore with the army, with the greater part of his officers and crew.

“ A month's continuance on that service gave me ample conviction of

---

\* See Suppl. Part IV. pp. 4—7.

the great utility afforded the public service by the protection thus given which I attribute solely to the judgment and exertion of Captain Westphal in placing his vessel, and which cannot be better exemplified than by stating, that no accident or capture occurred during that period; but when the *Anaconda* was ordered on another service, and before a suitable force could be sent to occupy her place, several boats were captured on the re-embarkation of the troops, thereby occasioning the loss of many men and stores.

“During the many visits Sir Thomas Hardy paid the *Anaconda*, he constantly expressed to me his satisfaction of her excellent position, and the protection she thus afforded: my opinion is therefore greatly strengthened by the superior judgment of an officer of such merit as Sir Thomas Hardy; and I must take the liberty of adding, that I consider Captain Westphal most highly meriting the protection of their Lordships, for his able conduct on the occasion above alluded to.

(Signed)

“CHARLES DASHWOOD.”

“2d May, 1818.”

In Feb. 1815, Captain Westphal was sent in the *Anaconda*, from Mobile, with the *Shelburne* schooner under his orders, to cruise off that part of the coast of Florida lying north of the Havannah; on which station he continued until the final cessation of hostilities. He then returned to Jamaica, where his fine brig was surveyed and condemned, in consequence of the injury she had sustained during the operations against New Orleans. In the ensuing summer, we find him coming home as a passenger on board the *Moselle* sloop, Captain John Moberly. He obtained post rank in Aug. 1819.

Captain Westphal's next appointment was, May 27th, 1822, to the *Jupiter* 60, in which ship he conveyed Lord Amherst and suite to Bengal. Soon after his return to England, in Dec. 1823, he received the honor of knighthood; for which, as the Right Hon. (now Sir) Robert Peel informed him, “he had been recommended, more in consideration of his gallant and distinguished services against the enemy, than of his having taken out the Governor-General of India.” To this the Secretary of State added, “that other officers, who might hereafter be similarly employed, were not to consider his being knighted as establishing a precedent in their favor.” We have now only to remark, that from his first entry into the service, until the conclusion of the war with

America, a period of more than sixteen years, Sir George Augustus Westphal was not on shore altogether six weeks. He has been under the enemy's fire, in engagements of various kinds, upwards of one hundred times; he has been thrice wounded; and his gallant conduct in battle has been eight times noticed in gazetted despatches.

*Agents*,—Sir F. M. Ommanney & Son.

---

### ADDENDA TO CAPTAINS OF 1830.

---

#### PHILLIP PARKER KING, Esq.

*Fellow of the Royal and Linnæan Societies; Member of the Royal Asiatic Society of London; and a Corresponding Member of the Zoological Society.*

THIS officer's father, the late Captain Phillip Gidley King, R. N., was many years Lieutenant-Governor, and for six years Governor, of New South Wales. He obtained post rank in 1798, and died at Lower Tooting, co. Surrey, Sept. 3d, 1808.

Mr. Phillip Parker King was born at Norfolk Island, in the South Pacific Ocean, Dec. 13th, 1791; and entered the navy as midshipman on board the *Diana* frigate, Captain (afterwards Commodore) Charles Grant, Nov. 25th, 1807. In the following year, he "well-supported" the first lieutenant of that ship, in an attack made by her boats upon a French convoy between Nantz and Rochfort\*. In Oct. 1810, he quitted the *Diana*, and proceeded, in the *Hibernia* 120, to the Mediterranean, where he successively joined the *Centaur*, *Cumberland*, and *Armada*, 74's, the latter commanded by Captain Grant, with whom he continued until the completion of his time, when he was received on board the *Caledonia* 120, bearing the flag of Sir Edward Pellew (now Viscount Exmouth) commander-in-chief on that station, who promoted him into the *Trident* 64, guard-ship at Malta, Feb:

---

\* See Vol. III. Part I. p. 187.



14th, 1814; and subsequently removed him to the *Elizabeth* 74, Captain Edward Leveson Gower, from which ship he was paid off in June 1815.

In the beginning of 1817, among the numerous voyages of survey and discovery upon which a part of the navy of Great Britain was so honorably and so usefully employed, the unexplored coasts of Australia were not forgotten. An expedition for the purpose of completing the survey of its north and north-west coast was planned, under the joint direction of the Lords Commissioners of the Admiralty and the Secretary of State for the Colonies, to the command of which Lieutenant King had the honor of being appointed. The arrangements for providing him with a vessel and crew were made by the latter department.

On the 5th Feb., Lieutenant King received his appointment, together with an order for a passage in the hired transport *Dick*, then about to convey H. M. 48th regiment from Cork to New South Wales, where she arrived on the 3d September, after a passage from Ireland of twenty-two weeks, including a fortnight spent at Rio de Janeiro.

The vessel appropriated to Lieutenant King's use was the *Mermaid*, a cutter of 84 tons burden, built of teak, and not quite twelve months old; her length was 56 feet; breadth of beam 18 feet 6 inches; and she did not, when deep-laden, draw more than 9 feet: the total number of her officers and crew was only eighteen, viz. Lieutenant King, commander; Messrs. Frederick Bedwell and John Septimus Roe, master's-mates, both of whom had accompanied him from England; Mr. Allan Cunningham, botanical collector; twelve seamen, and two boys. In addition to this establishment, Lieutenant King accepted the proffered services of Boongaree, a Port Jackson native, who had formerly accompanied Captain Flinders in the *Investigator*, and also on a previous occasion in the Norfolk schooner.

The *Mermaid* could not be got ready to commence her interesting voyage until towards the end of December, when we find Lieutenant King steering for Bass's Strait, with the intention of passing along the southern and western coasts,

and commencing his survey at the N. W. cape of New Holland. A few days after his departure from Sydney Cove, he found that a considerable quantity of bread was already spoiled from damp and leaks, which necessarily obliged the officers and crew to go at once upon a reduced allowance of that article. On rounding Cape Leeuwin, the S. W. extremity of the continent, Feb. 1st, 1818, all hands were attacked, more or less violently, with a bowel complaint, and symptoms of dysentery. On the second day, when it happily began to subside, only four men were able to keep watch. On the 12th of the same month, the Mermaid had only one serviceable anchor remaining.

The various parts of the coast between the N. W. cape and Depuch Island were visited before the 6th March; on which day, the westerly monsoon being nearly expended, Lieutenant King stretched off to examine a shoal discovered by Captain (now Sir Josias) Rowley, in the year 1800. He then ran to the eastward, as far as Point Braithwaite, on the north coast; from whence he carried on his survey, westwardly, until May 31st. Whilst employed in watering at one of the Goulburn Islands, Mar. 30th, three of his men were slightly wounded by stones thrown from the brink of a cliff overhanging the beach. "It was, however, fortunate," says he, "that we were not often obliged to resort to fire-arms for a defence, for the greater number of the twelve muskets that we possessed were useless, notwithstanding they were the best that could be procured at Port Jackson when the vessel was equipped."

On the 4th June, the Mermaid anchored off the Dutch settlement of Coupang; and during her stay there, the departure of a vessel for Batavia furnished Lieutenant King with an opportunity of acquainting the Admiralty of his progress. His letter arrived in time to contradict a report which reached England, of the Mermaid having been wrecked, and that all on board had perished. The receipt of his first report was thus officially acknowledged:—

*"Admiralty Office, 8th Dec. 1818.*

"Sir,—I have received, and communicated to my Lords Commissioners

of the Admiralty, your letter dated at Timor the 10th of June last, and in return I am commanded by their lordships to acquaint you that they approve of your proceedings, and are pleased to find that you appear to have done so much with such small means, and, they are glad to observe, without sickness or accidents. Their lordships commend your forbearance towards the natives, and they trust you will continue to be very careful of the lives of yourself, your officers, and your ship's company.

(Signed) "JOHN BARROW."

Soon after leaving Coupang, the crew of the Mermaid were attacked by dysentery, brought on by change of diet; and at one time the disease wore a very alarming appearance. On the 9th July, whilst running to the southward, in a heavy gale, her stern-boat was washed away; and on the 24th, just after re-entering Bass's Strait, one of her seamen breathed his last. From the 13th of the same month, on which day she passed the meridian of Cape Leeuwin, until the 26th, when she was again on the east coast of New Holland, her people were constantly wet with the continued breaking over of the sea; and on the latter day, she had only five men capable of duty. On the 29th, at midnight, she anchored in Sydney Cove, after an absence of thirty-one weeks and three days. "Upon reviewing the proceedings of the voyage," says her commander, "the result of which bore but a small proportion to what we had yet to do, I saw, with no little satisfaction, that I had been enabled to set at rest the two particular points of my instructions, namely, the opening behind Rosemary Island, and the examination of the great bay of Van Diemen.

"Upon rounding the N. W. Cape, we had been unfortunate in losing our anchors, which very much crippled our proceedings, and prevented our prosecuting the examination of the coast in so detailed a manner as we otherwise might have done; for we possessed no resource to avail ourselves of, if we had been so unfortunate as to get on shore. A series of fine weather, however, on the first part, and a sheltered coast with good anchorage, on the latter part of the voyage, enabled us to carry on the survey without accident; and nearly as much has been effected with one anchor, as could have been done had we possessed the whole. It prevented, however, our examining the bottom of Exmouth



Gulf, and our landing upon Depuch Island. The latter was a great disappointment to us, on account of the description which M. Peron gives of the island, in his historical account of Baudin's voyage, from the report of M. Ronsard, who visited it.

“ On our passage to the north coast, we saw the *Impe-rieuse* and Clerke's shoals, and also discovered a third, the *Mermaid's*.

“ On the north coast, we found some deep bays and excellent ports, and at the bottom of the great bay of Van Diemen we discovered several rivers, one of which we ascended for forty miles. Mr. Cunningham made a very valuable and extensive collection of dried plants and seeds; but, from the small size of our vessel, and the constant occupation of myself and the two midshipmen, we had neither space nor time to form any other collection of natural history than a few insects, and some specimens of the geology of those parts where we had landed.”

“ The construction of the charts of the preceding voyage, together with the equipment of the vessel, fully occupied me until the month of December; when, having some time to spare before we could leave Port Jackson on our second voyage to the north coast, in consequence of its being the time when the westerly monsoon prevails, I acquainted His Excellency the Governor, of my intention of surveying the entrance of Macquarie Harbour, which had lately been discovered on the western coast of Van Diemen's Land. To make my visit there as useful as possible to the colony, a passage was offered to Mr. Justice Field, the judge of the Supreme Court, who was at that time about to proceed to Hobart Town, to hold his court; and, as it was probable that his business would terminate about the time of our return, it was arranged that the *Mermaid* should also convey him back. We left Sydney Cove on the 24th December, but did not clear the heads of the port until the following morning.”

On the 14th Feb. 1819, the *Mermaid* returned to Port Jackson, from whence Lieutenant King sent home an account of his late proceedings, the receipt of which was duly acknowledged as follows:—

“ *Admiralty Office, 11th Dec. 1819.*

“ Sir,—I have received the letter which you addressed to me from Sydney on the 23d February last; and, having communicated it to my

Lords Commissioners of the Admiralty, I am commanded to convey to you their Lordships' approbation of your conduct, and their satisfaction at your report of the good conduct of the two midshipmen under your orders.

"It is their Lordships' directions that you should continue the survey, until you shall have completed the whole of the west coast of New Holland, so that your survey shall unite with that of Captain Flinders.

"Their Lordships are aware that a vessel of such small tonnage as the Mermaid is inconvenient for such extensive work; but they trust that the Governor of the colony will do every thing in his power towards fitting and storing her, and removing, as far as his means may extend, the inconveniencies of the vessel.

(Signed)

"J. W. CROKER."

Between the period of Lieutenant King's return from Van Diemen's Land and the second week of March, 1819, he was prevented from making any preparation for his second voyage to the north coast by an unusual continuance of the heavy rains incident to that season; which caused three floods on the Hawkesbury and Nepean rivers, and did considerable damage to the ripening crops. This unfavorable weather so retarded the equipment of the Mermaid, that it was the middle of April before she was ready for sea; even then she was not able to complete her crew; but at length she sailed from Port Jackson on the 8th of May.

"As it was my intention," says Lieutenant King, "to take the northerly passage through Torres Strait, I proposed, in my way up the east coast, to examine Port Macquarie; and in order that the governor might be informed of the result of our proceedings as soon as possible, Lieutenant Oxley, R. N., the surveyor-general of the colony, accompanied me in the Lady Nelson, colonial brig. \* \* \* \* \*. In consequence of the report made by Lieutenant Oxley to the governor, upon the result of the expedition, an establishment has been since formed at this harbour, which, at present, is used only as a penal settlement: hitherto, no settlers have been permitted to take their grants at Port Macquarie; but, when this is allowed, it will, from the superiority of its climate, and the great extent of fine country in the interior, become a very important and valuable dependency of the colony of New South Wales. \* \* \*

"July 24th, at 3-30 p. m., Bligh's Turtle Island was seen, for which we steered; but, attracted by the flattering appearance of an opening in Newcastle Bay, we hauled in to examine it. As we stood towards it, the soundings were very regular until we were within the projecting points of the coast, when the quality of the bottom changed from mud to sand;

and with this the depth began to decrease. The opening trended deeply in to the N. W., and bore the character of a river, with a good port at its *embouchure*; the heads of which were rocky and apparently bold, but the light colour of the water between them, indicated that its entrance was shoal, and would prove both intricate and dangerous to pass. Sooner however than was expected, the water shoaled to three fathoms; and, before it was possible to avoid it, the vessel struck: the helm was put up, but she continued to beat on a hard sandy bottom as her head paid off. Some time elapsed, for it was blowing strong, before the main-sheet could be hauled in to 'gybe' the sail; during which the cutter was running along the shoal or bar in ten feet water, which was not sufficient to float her; for she struck the ground violently every time that the swell passed by. Upon the main-boom being got over, and the vessel's heel touching the ground at the same instant, her head flew up in the wind, and she was very nearly thrown back upon the bank. This was, however, fortunately prevented;—in a few seconds she reached deeper water, and we providentially escaped a danger which had so nearly proved fatal to the vessel and our lives; for had the cutter remained aground on the bank during the night, the sea was so heavy that there would not have been the least vestige of her the following morning. To commemorate this occurrence, I have distinguished the opening with the name of Escape River."

The evening closed in with every appearance of bad weather, and the Mermaid was obliged to bring up in a very exposed situation, without any protection, either from the wind or sea. On the 25th, at 4 A. M., the ring of the anchor broke, and she drifted a cable's length to leeward before another could be dropped. At day-light the wind blew so hard as to render the recovery of the broken anchor impossible; and in the course of the same day the arm of a second broke, owing to its being ill shaped and badly wrought.

"On another occasion," observes Lieutenant King, "this misfortune might have caused the loss of the vessel; but, fortunately, a few hours' day-light, and a clear run before us, enabled us to proceed, and before sunset we passed Booby Island. A remarkable coincidence of our losses upon the two voyages has now occurred: last year, at the N. W. Cape, we lost two anchors just as we were commencing the survey, and now, on rounding the N. E. Cape, to commence our examination of the north coast, we have encountered a similar loss, leaving us, in both instances, only one bower anchor to carry on the survey."

Eleven weeks had now elapsed since the Mermaid left Port Jackson; "during which time," says her commander,



“I had been able to lay down the different projections of the N. E. coast, and our track within the barrier reefs between the Percy Islands and Cape York; besides having surveyed Port Macquarie, examined Rodd’s Bay, and constructed a boat at Endeavour River.

“Until we passed Cape Grafton the weather was generally fine, and favorable for our purpose; but, between that cape and Torres Strait, it had been thick and cloudy, with frequent rain; which not only increased the danger of the navigation, but also considerably retarded our progress; and, from the continual dampness of the cabins below, which, from the small size of the vessel, and our not possessing the advantage of a stove to dry them, it was impossible to prevent, occasioned much sickness: but fortunately it was checked by our reaching a more salubrious climate. The attention I was obliged to pay to the invalids, took up a great deal of my time, which ought to have been otherwise and more advantageously employed in the object of the voyage. Sailors, of all other people, are the most incautious and careless in contracting illness; but when attacked, there are none that require more attendance and nursing; besides, they were unwilling, in the first instance, to trust to my ignorance, until increasing sickness obliged them, and then my fear was that, although I might be of service and check the disorder, their complaint was possibly not understood by me, and that eventually, instead of curing, I might destroy my patient. And to these fears my mind was so constantly alive, that on some occasions I thought of little else.

“On our voyage from Torres Strait to the western head of the Gulf of Carpentaria, which is Cape Arnhem, no incident occurred of sufficient interest to be worth recording; but no sooner had we passed Torres Strait, than a very sensible difference was perceived in the temperature; the thermometer was observed to range between 75° and 83°, which was about 3° higher than it did on the south side of the strait: this change produced a drier air and finer weather, and soon restored our invalids to perfect health.”

On the 27th Sept. Lieutenant King had to record the death of one of his most attentive and useful men, a native, like himself, of Norfolk Island. This poor fellow, for some time before, and particularly during the last three days of his existence, had been suffering from a dropsical complaint; but his death was occasioned by suffocation, having very imprudently laid down with his head to leeward, while the cutter was under sail in Cambridge Gulf, which is described as a very extraordinary inlet. On the 30th of the same

month, the Mermaid had reached Cape Londonderry, a part of the coast which, if we except a few of the islands that front it, Mons. Baudin did not see.

“We should, therefore,” continues Lieutenant King, “have commenced its examination with more pleasure had we been in a state better fitted for the purpose; but we were rapidly consuming our stock of water, without any prospect of finding a supply at this season; and this, added to the loss of our anchors, considerably lessened the satisfaction we should otherwise have felt in viewing the prospect before us.”

In the space between Cape Bougainville and Cape Voltaire, which he has named the Admiralty Gulf, Lieutenant King determined the positions of at least forty islands or islets. The plan given by Mons. Freycinet of this Archipelago is so defective, that many of his islands could not be recognized.

On the 16th Oct., Lieutenant King again directed his course for Timor, but owing to contrary winds and unfavorable weather, he did not reach Coupang before the 1st of November. On the 12th Jan. 1820, we find him returning to Port Jackson, after an absence of thirty-five weeks and four days.

“The result of our proceedings during this voyage,” says he, “has been the survey of 540 miles of the northern coast, in addition to the 500 that were previously examined. Besides which we had made a running survey of that portion of the intertropical part of the east coast, that is situated between the Percy Isles and Torres Strait, a distance of 900 miles, the detailed survey of which had never before been made; for Captain Cook merely examined it in a cursory manner as he passed up the coast. The opportunity, therefore, was not lost of making such observations on our voyage as enabled me to present to the public a route towards Torres Strait infinitely preferable on every account to the dangerous navigation without the reefs, which has hitherto been chiefly used.”

On receiving their wages, the whole of the Mermaid's crew, with only two exceptions, requested to be discharged; and the middle of June had nearly arrived before she could be re-manned. Mr. James Hunter, surgeon, who had arrived at Port Jackson in charge of convicts, then volunteered his services, which were gladly accepted, and he was accordingly attached to the cutter's establishment. On the 22d of that

month, eight days after her departure from Sydney Cove, she lost her bowsprit by plunging into a head sea; nor was it until the 13th July that her voyage could be resumed. Seven days afterwards she got aground on the south side of Port Bowen, and received very serious damage. On the 24th of the latter month, the Under Secretary of State for the Colonies wrote to Lieutenant King as follows:—

“ Sir,—I have laid before Lord Bathurst your letter of the 26th Feb. 1820, transmitting the charts of your first voyage of survey on the coasts of New Holland, and a brief account of your second voyage; and I am directed by his lordship to acquaint you that the manner in which you have, up to the period from which your letter is dated, discharged the duty entrusted to you, has been highly satisfactory to him. I am, &c.

(Signed)

“ HENRY GOULBURN.”

On the 16th Aug. 1820, the Mermaid reached Booby Island, in Torres Strait; and on the 5th Sept., passed Cape Voltaire, at which point the preceding year's survey had terminated. To the westward of this position, Lieutenant King counted twenty-three islands, the northernmost of which he supposes to be the Montalivet Isles of Baudin: another group, near a fine harbour which he entered on the 20th Sept., and named Port Nelson, he called the Coronation Islands. The state of the Mermaid at this period is thus described in his journal:—

“ Notwithstanding we had constantly experienced, since the period of our leaving the east coast, both fine weather and smooth water, yet the leaky state of the vessel had been gradually increasing; leading me to fear that the injury received at Port Bowen had been much more serious than we had then contemplated. Having the advantage of smooth water and a fair wind during our passage up the east coast, the damage had not shewn itself until we reached Cairncross Island: after this it was occasionally observed, but with more or less effect according to the strength and direction of the wind, and the state of the sea. At the anchorage off Booby Island, being exposed to a swell, she made four inches of water in an hour; and, in passing round Cape Torrens, the vessel being pressed down in the water from the freshness of the sea-breeze, it gained as much as nine inches in one hour and twenty minutes. From the alarming increase of the leak, it became absolutely necessary to ascertain the full extent of the damage, in order that we might, if possible, repair it, so as not to prevent the further prosecution of the voyage, or at least to ensure our return to Port Jackson.



“ We were fortunately upon a part of the coast where the tides had a sufficient rise and fall to enable us to lay her on shore without difficulty; but the beaches in York Sound and Prince Frederick’s Harbour were all too steep for the purpose. The spring tides were now at hand; and, it being on this account very important that it should be done as speedily as possible, I left the cutter the following morning in search of a convenient place, in which I was fortunately very soon successful; for, at the bottom of the port (Nelson) in which we had anchored, we landed on the sandy beach of a bay which, to my inexpressible satisfaction, was found in every way suitable for the object we had in view. Deferring, therefore, any further examination for a more convenient opportunity, I hastened on board, and, in the course of the morning (Sept. 21st), anchored the cutter close to the beach. The sails, being sent on shore, were suspended to trees and converted into tents, for the preservation of our provisions and stores, and for habitations for the officers and crew. The following day all our wet and dry provisions, our wood and guns, were landed, and the greater part of the crew slept on shore. The next morning, at high tide, the vessel was warped and secured as far up the beach as the water would allow, preparatory to her taking the ground, which event we awaited with considerable anxiety. When the tide left her dry, we proceeded to examine her bottom; and having stripped the copper off the stern-post, the full extent of the injury she had sustained was detected, and found to be greater even than our fears had anticipated. The after-part of the keel was rent for two feet in an horizontal direction, and its connexion with the stern-post and garboard streak so much weakened that, at the first impression, there was every reason to fear we could not remedy the defects sufficiently to ensure even an immediate return to Port Jackson; but when the full extent of our means were considered, it was thought not only possible to repair the injury, but to do it so effectually as to permit our completing the voyage according to our original intention.

“ In order to connect the keel and stern-post, both of which were almost separated from the frame of the vessel, two bolts, each twenty-four inches long, were driven up obliquely through the keel, and two of the same size horizontally through the stern-post, into the dead wood; besides which, they were also united by a stout iron brace, which was fitted under the keel, and up each side of the stern post; by which method the injury appeared to be so well repaired, that we had no fears for our safety if the weather should be but moderately fine.

“ These repairs were completed by the 28th; but, just as we were congratulating ourselves upon having performed them, a fresh defect was discovered, which threatened more alarming consequences even than the other: upon stripping off some sheets of copper, the spike nails, which fastened the planks, were found to be decaying; and many were so entirely decomposed by oxidation, that a straw was easily thrust through the vacant holes. As we had not nails enough to replace the whole of the copper, for

that was now our only security, we could not venture to remove more than a few sheets from those parts which appeared the most suspicious, under all of which we found the nails so defective, that we had reason to fear we might start some planks before we reached Port Jackson, the consequence of which would unquestionably be fatal to the vessel and our lives. All that we could do to remedy the defect, was to caulk the water-ways and counter, and to nail an additional streak of copper a foot higher than before. This further temporary repair was finished by the 30th; but we were detained until the 5th of October before the tide rose high enough to float the cutter. By the 8th, every thing being embarked, we made preparations to quit this place (Careening Bay), which had afforded us the means of repairing our damage, and stopping for the present the progress of an injury which had been every day assuming a more serious aspect.

“ Oct. 11th,—“ Our people were now all laid up with sores upon their feet and legs, from cuts and bruises received in scrambling over the rocks; and several were affected by ophthalmia. Besides this, the rainy season was approaching; it commenced last year about the 18th of October, and as the weather was now close and sultry, and daily getting more unfavorable, the change was evidently at hand. We therefore determined upon quitting the coast as soon as possible. In beating out of the river (Prince Regent’s) the cutter leaked a good deal, which shewed that our late repair at Careening Bay had not placed us without the pale of danger. This made me decide upon instantly returning to Port Jackson: but it was with great regret that I found it necessary to resolve so; for the land to the westward appeared so indented, as to render the necessity of our departure at this moment particularly vexatious.

“ Dec. 2d,—We were off Mount Dromedary; and the wind blew strong from the east, the weather assuming a threatening appearance. The next day we passed the heads of Jervis Bay, at the distance of three or four leagues, and the course was altered to North and N. b. W. parallel to the coast. At noon, an indifferent observation for the latitude, and a sight of the land, which for a few minutes was visible through the squalls, shewed that our situation was very much nearer to the shore than we had expected, a circumstance that was attributed to a current setting into the bight to the northward of Jervis Bay. The wind from the eastward was light and baffling, and this, added to the critical situation we were in, made me very anxious to obtain an offing before night, for there was every appearance of a gale from the eastward.

“ Dec. 4th,—From an unusually westerly current, we found ourselves, very nearly to our destruction, considerably out of our reckoning. At 2-40 A. M., by the glare of a flash of lightning, the land was suddenly discovered close under our lee: we hauled to the wind immediately; but the breeze at the same moment fell, and the swell being heavy, the cutter made but little progress. Sail was made as quickly as possible, and as the cutter headed N. N. E., there was every likelihood of her clearing the

land ; but a quarter of an hour afterwards, by the light of another flash, it was again seen close to us, stretching from right a-head to our lee-quarter, and so near, that the breakers were distinctly seen gleaming through the darkness of the night. A third flash confirmed our fears as to the dangerous situation we were in ; and as there was not room to veer with safety, the helm was immediately put a-lee ; but, as was feared, the cutter refused stays. We were now obliged to veer as a last resource, and the sails being manœuvred, so as to perform this operation as quickly as possible, we fortunately succeeded in the attempt, and the cutter's head was brought to the wind upon the other tack, without her striking the rocks : we were now obliged to steer as close to the wind as possible, in order to weather the reef, on which the sea was breaking, within five yards to leeward of the vessel : our escape appeared to be next to impossible : the night was of a pitchy darkness, and we were only aware of our situation from time to time as the lightning flashed : the interval, therefore, between the flashes, which were so vivid as to illumine the horizon around, was of a most awful and appalling nature, and the momentary succession of our hopes and fears, which crowded rapidly upon each other, may be better imagined than described. We were evidently passing the line of breakers very quickly ; but our escape appeared to be only possible through the interposition of a Divine Providence ; for, by the glare of a vivid stream of forked lightning, the extremity of the reef was seen within ten yards from our lee-bow ; and the wave which floated the vessel, the next moment broke upon the rocks with a surf as high as her mast-head : at this dreadful moment the swell left the cutter, and she struck upon a rock with such force, that the rudder was nearly lifted out of the gudgeons : fortunately we had a good seaman at the helm, for instantly recovering the tiller, by a blow from which he had been knocked down when the vessel struck, he obeyed my orders with such attention and alacrity, that the sails were kept full ; so that by her not losing way, she cleared the rock before the succeeding wave flowed from under her, and the next moment a flash of lightning shewed to our almost unbelieving eyes that we had passed the extremity of the rocks, and were in safety!

“ It was now doubtful whether we could clear the point under our lee which we first saw ; but as the next flash shewed that we were between the heads of Botany Bay, and that the point on which we had nearly been wrecked was, according to Captain Hunter's plan, Cape Banks, its northern head, we bore up, and, in half an hour, were safe at anchor. On the 6th, H. E. the Governor was informed of our arrival, and of our intention to go round to Port Jackson as soon as the weather cleared up ; but we were detained by it until the 9th, when with some difficulty we cleared the entrance of the bay. At noon, the anchor was once more dropped in Sydney Cove, after an absence of twenty-five weeks and three days.”

As soon as an opportunity offered, the Mermaid was laid



on shore and surveyed. Upon stripping the copper off the bottom, the tide flowed into her, and proved that to the sheathing alone her officers and crew were indebted for their safety. In consequence of this, a brig of 170 tons burden was purchased, and, at the suggestion of Governor Macquarie, named the "Bathurst."

"By this change," says Lieutenant King, "we gained a great addition to our comforts; and, besides increasing the number of our crew, were much better off in regard to boats; for we now possessed a long boat, large enough to carry out and weigh an anchor, or save the crew, if any accident should happen to the vessel,—a resource which we did not possess in the Mermaid. A further addition was made to our party by the appointment of Mr. Perceval Baskerville, midshipman; but Mr. Hunter, the surgeon, was superseded by Mr. Andrew Montgomery, who had lately arrived in charge of a convict ship."

The Bathurst's establishment consisted of 33 officers, men, and boys, including a volunteer native, named Bundell, who proved to be not only a more active seaman, but was of much greater service to Lieutenant King, than his countryman Boongaree had been. Nor was this man the only person who voluntarily encountered the perils attending the circumnavigation of New Holland; for Lieutenant King informs us, that on the 30th May, 1821, three days after his departure from Port Jackson, a girl, not more than fourteen years of age, was found concealed among the casks in the hold, which had been locked ever since the 26th.

"She had secreted herself," he says, "in order to accompany the boatswain to sea, and when brought upon deck, she was in a most pitiable plight, for her dress and appearance were so filthy, from four days' confinement in a dark hold, and from having been dreadfully sea-sick the whole time, that her acquaintances, of whom she had many on board, could scarcely recognise her. Upon being interrogated, she declared she had, unknown to all on board, concealed herself in the hold the day before the vessel sailed, and that her swain knew nothing of the step she had taken. As it was now inconvenient to return into port to put her on shore, and as the man consented to share his ration with her, she was allowed to remain; but in a very short time she heartily repented of her imprudence, and would gladly have been re-landed, had it been possible.

"Upon reaching Cairncross Island (June 30th), as we were in the act of letting go the anchor, Mr. Roe, who was at the mast-head, holding

thoughtlessly by the fore-topmast-stay-sail-haliards, was precipitated from a height of fifty feet, and fell senseless on the deck. This unfortunate event threatened to deprive me of his very valuable assistance for some time, a loss I could but very ill spare, particularly when upon the point of returning to the examination of so intricate a coast as that part where we last left off.

“At 10-30 P. M. during a very heavy squall, the cable parted; but the brig happily drifted with her head to starboard, and passed clear both of the Dick and San Antonio” (two merchant vessels then in company); “the chain-cabled anchor was then dropped, which brought her up in fifteen fathoms, mud, in which berth she appeared to ride much easier than before. I was now very anxious about the lost anchor; and, having expressed a wish to inform Mr. Harrison” (the master of the Dick) “of our situation, and to request him to recover our anchor in the morning if the weather would permit, Mr. Bedwell volunteered to go on board that ship, which, although a service of danger, was, if possible to be effected, absolutely necessary. The boat shoved off; but as the crew were unable to pull it a-head, I called her on board again, which was most fortunate, for shortly afterwards the chain-cable parted also, and the brig drove with her head towards the shore. An attempt was made to veer; but, from the weight of the chain at the bow, this manœuvre could not be effected: fearing, therefore, to drift any more to the westward, in which direction we were making rapid way, I was under the necessity of slipping the chain, by which we lost one hundred fathoms of cable. Being now freed from this impediment, the brig’s head was placed off shore; and after making sail, we fired several muskets and shewed lights, as signals to the Dick, who, it afterwards appeared, kept a light up for our guidance; but the weather was so squally and thick, with almost constant rain, that it was not seen by us. At day-dawn we were joined by our companions; and, as it was not possible, from the state of the weather, to regain the anchors we had lost, made sail towards Turtle Island, on our way to which we passed Escape River. Both of these places reminded us of former perils; but the recollection of our providential preservation on those occasions, as well as on many others during our former voyages, increased the grateful feelings which we now felt for our safety and protection during the last night, the anxieties and circumstances of which can never be obliterated from our minds. At 4 P. M. (July 1st), we passed Booby Island, and steered W. b. S. across the Gulf of Carpentaria.”

On the 7th July 1821, Lieutenant King was advanced to the rank of commander. On the 25th, he again entered Prince Regent’s River, and there completed his fuel and water. On the 7th August, Mr. Montgomery was speared in

the back by a native, and several days elapsed before he considered himself out of danger.

“ On the 20th,” remarks Commander King, “ we were beginning to feel the effects of this fatiguing duty. One-fourth of the people who kept watch were ill with bilious or feverish attacks, and we had never been altogether free from sickness since our arrival upon the coast. Mr. Montgomery’s wound was, however, happily quite healed, and Mr. Roe had also returned to his duty; but Mr. Cunningham, who had been confined to the vessel since the day we arrived in Careening Bay (July 23d), was still upon the sick list. Our passage up the east coast, the fatigues of watering and wooding, and our constant harassing employment during the examination of the coast between Hanover Bay and Cape Levêque, had produced their bad effects upon the constitutions of our people. Our dry provisions had suffered much from rats and cockroaches, and this was not the only way these vermin annoyed us, for, on opening a keg of musket-ball cartridges, we found, out of 750 rounds, more than half the number quite destroyed, and the remainder so injured as to be useless.

“ Aug. 26th.—As the wind now blew constantly from the S. W., or from some southern direction, and caused our progress to be very slow and tedious; and as the shore for some distance to the southward of Cape Latouche-Treville had been partly seen by the French, I resolved upon leaving the coast. The want of a second anchor was so much felt, that we dared not venture into any difficulty where the appearance of the place invited a particular investigation, on account of the exposed nature of the coast, and the strength of the tides, which were now near the springs: upon every consideration, therefore, it was not deemed prudent to rely any longer upon the good fortune that had hitherto so often attended us in our difficulties. Accordingly, we directed our course for Mauritius.”

After re-fitting at Port Louis, the Bathurst proceeded to King George the Third’s Sound, where she remained, in amicable intercourse with the natives, from Dec. 23d, 1821, until the 6th Jan. 1822. Between Jan. 14th and 29th, the whole of the west coast of New Holland, from Rottneest Island to the N. W. cape, with the exception of Shark’s Bay, was examined; and on the 8th Feb. we find Commander King again off Cape Levêque. Another remarkable escape is thus recorded in his journal:—

“ It was my intention to have brought up under the lee of Point Swan, where Dampier describes his having anchored in 29 fathoms, clear sandy ground; but, upon rounding the projection, the wind suddenly fell, and, after a light squall from S. W., we had a dead calm; the depth was thirty



fathoms, coral bottom, and therefore not safe to anchor upon: this was unfortunate, for the sudden defection of the wind prevented our hauling into the bay out of the tide, which was evidently running with considerable rapidity, and drifting us, without our having the means of preventing it, towards a cluster of small rocks and islands, through which we could not discover any outlet, and which were so crowded, that in the dangerous predicament in which we found ourselves placed, they bore a truly awful and terrific appearance. At this time, I was at my usual post, the mast-head, directing the steerage of the vessel; but, as the brig was drifting forward by a rapid sluice of tide towards some low rocks, about a quarter of a mile off, that were not more than two feet above the water's edge, and upon which it appeared almost inevitable that we must strike, I descended to the deck, under the certain conviction that we could not escape the dangers strewed across our path, unless a breeze should spring up, of which there was not the slightest appearance or probability. Happily, however, the stream of the tide swept us past the rocks without accident, and, after carrying us about half a mile farther, changed its direction to S. E., drifting us towards a narrow strait, separating two rocky islands, in the centre of which was a large insulated rock that seemed to divide the stream. The boat was now hoisted out and sent a-head to tow, but we could not succeed in getting the vessel's head round. As she approached the strait, the channel became much narrower, and several islands were passed, at not more than thirty yards from her course. The voices of natives were now heard, and soon afterwards some were seen on either side of the strait; we were so near to one party, that they might have thrown their spears on board. By this time, we were flying past the shore with such velocity, that it made us quite giddy; and our situation was too awful to give us time to observe the motions of the Indians: for we were entering the narrowest part of the strait, and the next moment were close to the rock, which it appeared to be almost impossible to avoid. It was more than probable that the stream it divided would carry us broadside upon it, when the consequences would have been truly dreadful. The current, or sluice, was setting past the rock at the rate of eight or nine knots, and the water being confined by its intervention, fell at least six or seven feet; at the moment, however, when we were upon the point of being dashed to pieces, a sudden breeze providentially sprung up, and, filling our sails, impelled the vessel forward three or four yards;—this was enough, but only just sufficient, for the rudder was not more than six yards from the rock. No sooner had we passed this frightful danger than the breeze fell again, and was succeeded by a dead calm; the tide, however, continued to carry us on with a gradually decreasing strength, until one o'clock, when we felt very little effect from it."

The Bathurst returned to Port Jackson on the 25th April, 1822; sailed for England, Sept. 25th; and, after touching

at the Cape of Good Hope, St. Helena, and Ascension, arrived at Plymouth, April 23d, 1823. Commander King concludes his journal with the following observations upon what he had then effected, and what yet remains to be done upon the northern coasts of Australia:—

“ Beginning with the north-eastern coast, I have been enabled to lay down a very safe and convenient track for vessels bound through Torres Strait, and to delineate the coast line between Cape Hillsborough, in  $20^{\circ} 54' S.$ , and Cape York, the north extremity of New South Wales; a distance of 690 miles. As my instructions did not authorize my delaying to examine any part of this coast, I could not penetrate into the many numerous and extensive openings that presented themselves in this space; particularly in the neighbourhood of Capes Gloucester, Upstart, and Cleveland; where the intersected and broken appearances of the hills at the back are matters of interesting inquiry and research.

“ My instructions at first confined me between Cape Arnhem and the N. W. cape, but were subsequently extended to the western coast. The examination of the northern and part of the north-western coasts, from Wessel Islands to Port George the Fourth, a distance of 790 miles, has been carefully made, and, with a few exceptions, every opening has been explored. Those parts in this interval that yet require examination are some inlets on the south side of Clarence Strait, and one of more considerable size to the eastward of Cambridge Gulf, trending in to the S. E.: otherways, the coast comprised within those limits has been sufficiently examined for all the purposes of navigation.

“ The coast between the N. W. cape and Depuch Island, containing 220 miles, has also been sufficiently explored; but between the latter island and Port George the Fourth, a distance of 510 miles, it yet remains almost unknown. The land that is laid down is nothing more than an archipelago of islands fronting the mainland, the situation of which is quite uncertain. Our examinations of these islands were carried on as far as Cape Villaret; but between that and Depuch Island the coast has only been seen by the French, who merely saw small detached portions of it. At present, however, all is conjecture; but the space is of considerable extent, and if there is an opening into the interior of New Holland, it is in the vicinity of this part. Off the Buccaneer's Archipelago, the tides are strong, and rise to the height of 36 feet. Whatever may exist behind these islands, which we were prevented by our poverty in anchors and other circumstances from exploring, there are certainly some openings of importance; and it is not at all improbable that there may be a communication at this part with the interior for a considerable distance from the coast.

“ The examination of the western coast was performed during an almost

continued gale of wind, so that we had no opportunity of making any very careful observation upon its shores. There can, however, be very little more worth knowing of them, as I apprehend the difficulty of landing is too great ever to expect to gain much information; for it is only in Shark's Bay that a vessel can anchor with safety."

On the 11th Aug. 1825, the secretary of the Admiralty wrote to Commander King as follows:—

"Sir,—I have received, and communicated to my Lords Commissioners of the Admiralty, your letter of the 22d of last month, reporting the final completion of the service upon which you have been employed since the year 1817, in regard to the survey of the coasts of New Holland, the subsequent arrangement of the charts, and the preparation of a set of sailing directions; and I am commanded by their lordships to express to you their approbation of your labors. I am, &c.

(Signed)

"J. W. CROKER."

Commander King's "Narrative of the Survey of the Intertropical and Western Coasts of Australia," was published by Murray in 1826; and his "Atlas," by the Hydrographical Office at the Admiralty. Of the latter, the following review appeared in the United Service Journal:—

"The work before us is contained principally in eight sheets, comprising the north-east, the north-west, and the western coasts of Australia; the former of which was so nearly fatal to our great circumnavigator Cook. The first sheet commences with the Northumberland Islands; and includes the coast between lat. 21° 50' S. and 18° 40' S. The second from lat. 19° S. to lat. 14° 30' S.; and the third contains the north-eastern extreme of Australia and Torres Strait. The anxiety of Captain Flinders to examine the great Gulf of Carpentaria, induced him to defer for another opportunity the survey of this part of the coast, although it is by far the most dangerous of the whole continent. The shores of this extensive country on either side, from their southern extreme, are bold and comparatively free from dangers. But no sooner are the warm latitudes entered, than they become fringed with coral reefs. From Hervey's Bay on the east, in the latitude of 25° S., to the mouth of Shark's Bay on the west, in nearly the same parallel, the coral reefs prevail, to the terror and disquiet of the navigator. Mount Warning and Cape Tribulation, so aptly named by Cook, prepares him and introduces him among them.

"Although no pains seem to have been spared by Captain King in laying down all the reefs that came in his way, the time when we shall see complete charts of the intertropical coasts of Australia is yet very far distant. The charts are given on the scale of six inches to the degree of longitude. Much, however, remains to be added to them, although the



interior limits of the great Barrier Reefs are pretty clearly defined, and the passage is given within it, which is the principal benefit resulting from the survey of this part of the coast. Hitherto vessels bound to the northward, and through Torres Strait from Port Jackson, had invariably adopted the passage outside the reefs, and had endeavoured as much as possible to avoid them. By this route they increased their difficulties as they advanced to the northward, where the reefs become more numerous as well as extensive, and where it is necessary to enter them in order to pass through Torres Strait. Captain King seeing the danger attending this, and aware that Captain Cook had merely passed along this part of the coast, directed his attention towards finding another passage, and succeeded in discovering a route towards Torres Strait, which he says, 'is infinitely preferable on every account to the dangerous navigation without thereefs.' The only river which falls into this part of the coast, and which in itself is a trifling stream, is Endeavour River, in lat.  $15^{\circ} 27' S.$ , famous for being visited, and receiving its name from Captain Cook. The coast about Cape Bowling-green, on the N. E. part of Australia, presented the appearance of a river being there, but was not explored by Captain King.

"The Gulf of Carpentaria, which received its name from James Carpentier, a Dutch commander, who explored it in 1627, had been examined by Captain Flinders. The coast line in his chart is not connected, but his track is sufficiently near it to set aside the possibility of any great error in the contour of the gulf, and Captain King recommences his survey at Cape Arnhem, its western limit. We now come to that part of Australia which had been discovered by the Dutch navigators, and we find the names of the various discoverers retained in the charts of the coast. The earliest of these is that named Endracht's Land, which was visited in 1616 by the ship of that name, signifying the Concord, commanded by Dirk Hartog; an island on the west coast, lying in  $25^{\circ} 30'$ , and forming Shark's Bay, still bears the name of this commander.

"Arnhem's Land of 1618, extending from the meridian of  $129^{\circ}$  to  $137^{\circ} E.$  occupies the fourth sheet of Captain King's survey. The principal features in it are Arnhem's Bay and Van Diemen's Gulf, with Melville and Bathurst Islands. A low sandy point projecting from the former of these at its N. W. extreme is Cape Van Diemen. The Dutch charts represented these two islands as being connected with the continent; but Captain King found them separated from it by a strait, to which he gave the name of Apsley Strait.

"The Liverpool and Alligator rivers, are the principal that fall into this part of the coast. The mouth of the former, situated in long.  $134^{\circ} 15' E.$ , is about four miles wide. This was explored to about forty miles within its entrance, where it was found to diminish gradually to an inconsiderable stream. The banks of it are flat and muddy, and found by Captain King to be infested with alligators, though not so large as those of

the Alligator rivers. These consist of three rivers lying close to each other, and falling into Van Diemen's Gulf, in long.  $132^{\circ} 30'$  E. The south river, or middle one of these, is the most considerable, and navigable for vessels of 100 tons, to a distance of thirty-six miles from its mouth, where it assumes the same appearance as the Liverpool. The tide was found to ebb off from their banks, leaving a considerable space between high and low water marks. They seem to afford nothing of importance, and, as their names indicate, are rather a retreat for alligators than likely to prove of any beneficial purpose.

“Formal possession was taken of this part of the coast in 1824, by Captain Bremer, of *H. M. S. Tamar*. The ceremony was first performed at Port Essington; but from its not affording water, the settlers were removed to Melville Island, and the foundation of a town established on the borders of Apsley Strait, which separates Bathurst from Melville Islands. We are indebted to Lieutenant Roe, the present surveyor-general of the settlement at Swan River, for a very useful survey of Port Cockburn, the harbour of the settlement. In this chart, which includes Apsley Strait, the entrance to Port Cockburn is very clearly defined, as well as the limits of the extensive flat, called the Mermaid's shoal, extending to the west from Cape Van Diemen.

“The portion of coast lying between the meridians of  $122^{\circ}$  and  $130^{\circ}$  E., is contained in the next sheet of Captain King's survey. This presents a far more interesting, and varied appearance, than the foregoing. Several portions of it are given in separate plans on a larger scale, the first of which is Cambridge Gulf. This is an inlet about sixty miles in depth, and eleven in width, terminating in a narrow creek, but entirely destitute of fresh water, and, like much of the preceding coast line, is incomplete in that particular. Vansittart Bay, Admiralty Gulf, and the Buccaneer's Archipelago, form three distinct and separate portions of this chart. The latter of these was so named by Captain King, from its having been visited by Dampier in 1688, and Point Swan commemorates the name of his commander. In each of these charts there is much wanting in the coast line to complete them, and a considerable opening of fifteen miles in width remains entirely unexplored.

“The principal rivers of the north-west, and indeed of the whole coast of Australia, are found here. A very remarkable circumstance is presented in Prince Regent's River, by its running in a strait line a distance of forty-nine miles between high precipitous cliffs. It was explored to this extent by Captain King, and amply repaid him the trouble by its magnificent scenery. The cliffs on each side rise to the height of three and four hundred feet, and a magnificent cascade was found on one of its banks, of a hundred and forty feet in height; the further examination of this river was abandoned for want of time. Roe's river, and another falling into Port Warrender, are also considerable streams, which fall into the coast near Prince Regent's river. To the south-west of this latter river, are some

extensive openings, which may be the mouths of other rivers, but were left unexamined.

“The succeeding portion of coast, extending to the meridian of  $117^{\circ}$  E. is contained in the next sheet. It is mostly taken from the survey made by Captain Baudin in the French expedition to these parts, and this was only seen by them at a distance. The coast between Forestier's Islands and Cape Latouche Treville, an extent of about 250 miles, is laid down in this manner.

“The coast between Forestier's Islands and Cape Cuvier is better defined on the last sheet of the north-west coast. Dampier's Archipelago in  $117^{\circ}$  E. longitude, as well as Exmouth Gulf, at the north-west extremity of the continent, are given on an extended scale in separate charts. The former of these was named by M. Baudin, Rosemary Island, being generally supposed to be that on which Dampier landed. The eastern coast of Exmouth Gulf still remains to be examined.

“The whole western coast of the continent is contained in one sheet, and is the last of Captain King's charts of Australia. Although on a very limited scale, the nature of the coast generally is not such as to require it much larger, if we except Shark's Bay, the adjacent harbours, and Swan River, of which places we should have been glad of particular plans. A misplaced reliance on the surveys of the French, induced Captain King to leave these places, and it is no less remarkable than true, that although we have of late established a colony at the entrance of Swan River, we do not possess a plan of it which can be depended on as accurate; and although we know something of the localities of Cockburn Sound, our chart of it is far from being complete. The deficiency has been in some degree made up by a plan of the entrance to this Sound, published at the Admiralty, from a survey by Lieutenant Roe, the surveyor-general of the colony, to whom we have before alluded. It is intended principally to show the entrances to the Sound, between Carnac Island (formerly Isle Berthoulet) and Buache Island. So far it is sufficient for navigation, but requires many soundings, as well as the approaches to Swan River, to complete it. We sincerely hope, that for the benefit of navigators, as well as for the new settlement, that this will be shortly followed by a chart of the southern half of the Sound, and a good plan of Swan River.

“A survey of the entrances of Macquarie Harbour in Van Diemen's Land, by Captain King, remains yet to be noticed, as well as an elaborate and very useful plan of Port Jackson, by Lieutenant Roe. The former of these two presents an intricate channel into a spacious harbour, the channel being rendered narrow and difficult to navigate, by extensive flats of sand projecting from each shore. That of Port Jackson, by Lieutenant Roe, contains all the various branches of this noble harbour, and extends up to Paramatta.

“The above surveys are accompanied by some elaborate and very useful



descriptions of those parts of the coast that were visited by Captain King, which will always prove a useful reference to future navigators.

“In concluding our remarks on these surveys, we cannot but lament with Captain King, the necessity there was for leaving the charts in their imperfect and unfinished state. He repeatedly regrets his inability, from the nature of his orders, to examine the various openings he passed, some of which he concludes, from their appearance, might be the mouths of considerable rivers. This will no doubt hereafter prove to be the case, particularly with those about Cape Bowling-green on the north-east, and Collyer's Bay on the north-west coast. Their general character may, perhaps, be better estimated from his own opinion of them, which we find as follows:—‘As it was not intended that I should make the survey of this extensive tract of coast, I did not feel myself authorised to examine in any very detailed way, the bottom of every bay or opening that presented itself; but merely confined myself to laying down the vessel's track, and the various positions of the reefs that were strewed on either side of it; and also to fixing the situations of the headlands. In doing this, enough has been effected to serve as the precursor of a more particular examination of the coast, the appearance of which, from its general fertile and mountainous character, made me regret the necessity of passing so hastily over it\*.’”

At the commencement of the next instructions which Commander King received from the Admiralty, we find the following paragraph:

“Whereas we think fit that an accurate survey should be made of the southern coast of the peninsula of South America, from the southern entrance of the Rio Plata round to Chiloe, and of Tierra del Fuego, and whereas we have been induced to repose confidence in you from your conduct of the surveys in New Holland, we have placed you in the command of H. M. surveying vessel the Adventure, and we have directed Commander Stokes of H. M. surveying vessel the Beagle to follow your orders.”

During this voyage, Commander King surveyed the coasts of South America from Cape Blanco, on the Atlantic side, lat. 47° 15' S., round Cape Horn, and through the Straits of Magalhaens, up to Cape Tres Montes, on the Pacific, lat. 47°; also the archipelago called Tierra del Fuego, and the islands on the S. W. coast. The commencement of this survey is thus described by an officer of the Adventure:—

---

\* United Service Journal, Dec. 1830.

*“ Monte Video, April 25th, 1827.*

“ We have just returned from our first cruise to the southward, after an absence of nearly six months; and, as a knowledge of our proceedings may not be wholly uninteresting, I will briefly relate the particulars of the voyage.

“ On the 19th Dec. the ships entered the Straits of Magellan, having anchored at two places only on the east coast of Patagonia, viz: Port St. Elena and near Cape Fairweather, at neither of which were any traces of natives observed. In the latter end of December several rather severe gales of wind were experienced, by which our progress was somewhat retarded, and we did not reach Port Famine until the 6th Jan. The Beagle having been there completed with provisions, &c. proceeded to the western extremity of the Straits; and our decked boat, dignified with the name of the Hope tender, was hoisted out, and equipped for service with all expedition. During the three months we remained at Port Famine, a considerable extent of coast was explored by means of the Hope, and she proved to be admirably adapted for the service. Many deep sounds and inlets on the Fuegian side (some of which were formerly imagined to be channels) were examined, and the straits as far as Cape Forward may, with a few exceptions, be said to be completed. The supposed channel of St. Sebastian still remains a problem; but I believe it will be solved early next season. There is reason to suppose no channel exists in that direction, as low land has been distinctly seen, stretching across the opening, from the summit of a mountain near Port Famine.

“ The Beagle rejoined us in the beginning of March, having fixed the positions of Cape Pillar, Cape Victory, the Evangelists, &c. and performed other important services; and, early in April, both vessels left Port Famine, to return here for supplies.

“ We have not experienced the bad weather we anticipated; on the contrary, we found it as fine as what might have been expected in the same parallel of North latitude. The Beagle, however, was not so fortunate, having met with a great deal of rainy and squally weather.

“ At the Bay of St. Gregory, between the first and second Narrows, we communicated with a tribe of Patagonians, consisting of upwards of 100 people, and found them a quiet and inoffensive race, anxious apparently to cultivate our friendship. I wish it was in our power to confirm the accounts given by former navigators, of the gigantic stature of these people; the tallest we met with did not exceed six feet two inches, and the majority were certainly considerably under six feet. They are, however, remarkable in having a very broad and full chest, and their frame is unquestionably exceedingly large; but their limbs are not in the same proportion, being somewhat smaller than the average of Europeans. They were well provided with horses, equipped in the manner of Buenos Ayres, and several spoke tolerably good Spanish; from which it may be inferred that they communicate occasionally with the Rio Negro and other civilized

nations.—Horses and guanacoës appear to afford them all the necessaries of life. They subsist entirely on the flesh, and the skins are used both for clothing and shelter. In hunting they make use of two or three balls, attached to thongs of hide, which, after having been swung several times round the head, to acquire a sufficient impetus, are thrown with unerring certainty at the animal's legs, and entangle them in such a manner, that it is utterly impossible for the creature to extricate itself, and it consequently falls an easy prey.

“ We also met with several families of Fuegian Indians, who form a striking contrast with the Patagonians, being in every respect a very inferior race of people. They derive their subsistence entirely from the sea, the flesh of the seal affording them food, whilst their skins are converted into clothing. They appear to drag on a miserable existence in their cold and inhospitable climate, strangers to every comfort, and their condition is certainly the lowest on the scale of human degradation.

“ The only unfortunate circumstance that occurred during the cruise, was the loss of a boat in crossing the Straits near Port Antonia. By this unhappy event the master and two seamen were drowned. In the death of poor Ainsworth the service has lost a valuable officer, and his fate will be long and sincerely deplored by every one attached to the expedition. It is curious that humming birds and parrots should be found so far south as the Straits of Magellan; but such is the fact. The existence of the latter has been noticed by most of the previous voyagers; but we are not aware of humming birds having been observed. Several were seen by the *Beagle* at Port Gallant, one of which was shot, and is in the possession of Captain King. Two curious documents were also found at that place, on the summit of a mountain—one the copy of a paper left by Cordova, the other a paper deposited by Bougainville, both in Latin, and descriptive of the objects of their several voyages.”

The only other information which we are at present enabled to promulgate respecting this very interesting voyage, is derived from the *Literary Gazette*, Oct. 30th, 1830:—

“ The particular object of the survey appears to have been to obtain an accurate account of the straits of Magalhaens, with the view of ascertaining how far that navigation might be adopted, instead of the passage round Cape Horn. And the result of this investigation proves, that the name of *Cabo Tormentoso*, bestowed by the first discoverers on the Cape of Good Hope, may be with much more reason applied to its corresponding point on our globe, the bleak and barren termination of the new world. Of the continent of South America, the southern part is justly described as a region of storms, cold, and rain.

“ The Spanish surveys have been found by Captain King to be very near the truth; a remark which is, we believe, generally applicable to the



hydrographical works of that nation. The strong prevailing currents in the straits, running from the west, renders it unlikely they will ever be frequented, except by vessels on sealing voyages. On the subject of the passage round Cape Horn into the Pacific, the opinion of Lord Anson is decidedly confirmed by modern navigators, with the exception of his recommendation not to pass through the Straits of Le Maire. He says, that 'all ships bound to the South Seas, instead of passing through the Straits of Le Maire, should constantly pass by the eastward of Staten Land, and should be invariably bent on running as far as the latitude of 61° or 62° south, before they endeavour to stand to the westward; and ought then to make sure of a sufficient westing in or about that latitude, before commencing a northern course.' This is now proved to be precisely correct in all but one point, which is, that vessels should pass through the Straits of Le Maire for the following reasons, and we trust our readers will excuse us if we use a little nautical phraseology in the explanation of so important a point.

"It is well known that westerly and south-westerly winds are the most prevalent in this part of the world; a vessel, therefore, by keeping as close to the coast as is proper, has the advantage of being considerably to the westward, and consequently to windward, when she meets with the westerly winds on opening the cape, and can therefore stand down to the southward ready to take advantage of a slant to the northward, which another vessel passing to the eastward of Staten Land could not do.

"By the expedition under the command of Captain King, the numerous creeks and inlets of the south-west coast have been all examined to their termination, which has led to the discovery of the Otway (named, we presume, after the gallant and worthy admiral, Sir Robert) and Skyring waters; two very extensive salt-water lakes which nearly intersect the continent. The innermost parts of the various creeks were found to extend into valleys with glaciers forming magnificent terminations to the water. Much of the country about the Gulf of Penas is low and flat, and in most parts little better than mere bog.

"The Beagle being detached on the examination of the Islands of Tierra del Fuego, and to ascertain the position of Cape Horn, Captain (Robert) Fitzroy, with Lieutenant (James) Kemp, one of his officers, visited the celebrated promontory, of sonorous name, and erected a pile of stones, twelve feet high on it. The observations for the latitude differed very little from those made by the Spaniards.

"The vessels have brought home various specimens, carefully preserved, of the animals, minerals, and plants, of the districts which they have visited, and which will prove an interesting addition to our South American collections. Captain Fitzroy has also brought to England two men, with a boy and a girl, natives of Tierra del Fuego, whom he proposes, after having them instructed in various matters which may tend to the civilization of their country, to send back again. These people were

at first detained as hostages for some seamen, who, with the master of the *Beagle*, were forced to remain on shore, in consequence of the boat in which they had landed having been stolen by the natives; and until a rude canoe was constructed by the master, which enabled the whole party to get on board, they were without the means of rejoining their vessels.

“Four officers and seven men of the expedition have died since the *Adventure* and *Beagle* left England. Amongst the former is Captain Stokes, who commanded the *Beagle* when she sailed from this country, and of whose melancholy death, as well as of other events connected with the sailing and progress of this expedition, we have from time to time given accurate accounts in the *Literary Gazette*\*. In this expedition the perseverance of Captain King, under most difficult and trying circumstances, cannot be too highly spoken of. We have heard the names of two young officers, Lieutenants (William George) Skyring and (Thomas) Graves, particularly mentioned, for their zeal and activity in promoting the objects of the survey. The former, who was placed in command of a small vessel, named the *Adelaide*, attached to the expedition as a tender, surveyed nearly all the coast, from the Gulf of Penas to the southward of the Guanaco islands, where it is supposed the unfortunate crew of the *Wager*, one of Lord Anson’s ships, were cast away in 1744.

“It was found, on making this survey of the Gulf of Penas, and that portion of the shore designated *Tres Montes*, that the latter was joined to the mainland by a neck of land, called the *Isthmus of Offaqui*. We have no doubt, from the indefatigable exertions of Captain Beanfort, the hydrographer of the Admiralty, that the details of this important addition to our maritime knowledge, will speedily be made known to the public.”

Commander King was promoted to the rank of captain, Feb. 25th, 1830. On the 25th April and 9th May, 1831, “some observations upon the geography of the southern extremity of South America, *Tierra del Fuego*, and the Strait of *Magalhaens*,” made by him during his recent survey, and accompanied with a map, were read before the Geographical Society of London. His wife is Harriet, sixth daughter of Christopher Lethbridge, of Launceston, co. Cornwall, Esq., and, we believe, that he is already the father of seven sons.


---

\* Commander Stokes, who had for some time been apparently labouring under an aberration of intellect, terminated his existence early in Aug. 1828, and was succeeded in the command of the *Beagle* by Lieutenant Skyring.

---

## COMMANDERS.

---

 [In order to expedite the progress of the remaining portion of this work, and thereby be the sooner at liberty to resume the more active occupations of his youthful days, the Author has determined to deviate so far from his original plan, as not to abide by the seniority list of Commanders].

---

### WALTER CROKER, Esq.

Son of the late Edward Croker, of Lisnabrin House, near Tallow, co. Cork, Esq., by Thomasine, daughter of the Rev. Charles Philips, Rector of Magoorney, in the same county. He is collaterally descended from one of the old Saxon families, settled at Lynham (or Lineham) Hall, in Devonshire, long before the Norman conquest \*. Two of the younger sons of that house, both of whom were officers of rank in the army, went over to Ireland in the reign of Queen Elizabeth; the eldest of them settling at Ballinagar, co. Limerick; and the other (Hugh Crocker) uniting himself in marriage to Lucretia, daughter and sole heiress of Sir Walter Coppinger, of Lisnabrin, whose ancestors had possessed that property for several centuries. From Hugh Crocker, the subject of this memoir is lineally descended. His great-grandfather, Colonel Richard Croker, (who, we believe, was the first that ceased to use the middle letter in the patronimic of his forefathers, retaining, however, the same arms and crest), was likewise possessed of the noble estate of Nadrid, and another called Rovesmore, both in the county of Cork, of which he was twice High Sheriff, in very troublesome times.

---

\* See "Prince's Worthies of Devonshire."



From the houses of Ballinagar and Lisnabrin, are probably descended, however distantly, every one of the name of Croker, who is entitled to wear the arms and crest of the ancient Crocker family: the latter mark of distinction, we should observe, was given by King Edward the Fourth, to his cup-bearer, Sir John Crocker, Mayor of Exeter.

Mr. WALTER CROKER was born on the 9th Mar. 1784, and commenced his highly honorable career early in 1798, as midshipman, on board the *Galatea* frigate, commanded by Captain George Byng\*, under whom he served for a period of four years. During the peace of Amiens, we find him in the *Culloden* 74, Captain Charles Henry Lane (afterwards Commissioner at Antigua); and in Mar. 1803, joining the *Plantagenet* of similar force, Captain (now Sir Graham Eden) Hamond, from whom, at a subsequent period, he received the following testimonial of his early gallantry and zeal:—

“Dear Sir,—In answer to yours of yesterday, requesting I will give you a certificate of an occurrence that happened while you were under my command in the *Plantagenet*, I beg to say, that although it is so long ago, I have a perfect recollection of it, which I believe is nearly as follows:—In the month of July, 1803, I captured (after a very arduous chase) *l’Atalante*, a ship privateer of Bourdeaux, of 22 guns and 120 men. The night coming on, together with a gale of wind, one boat load of prisoners could only be received on board the *Plantagenet*, and Lieutenant Batt, yourself, and another midshipman, with about fifteen seamen and marines, remained on board the privateer; you parted company in the night, and I never saw the *Atalante* again. After your parting from the *Plantagenet*, the French crew, then consisting of upwards of a hundred, rose upon you, more than once, and nothing but great courage and perseverance on the part of yourself, Lieutenant Batt, and the few men he had with him, succeeded in getting the privateer into Falmouth; from whence a detachment of soldiers from the garrison of Pendennis Castle, were given to assist your taking the privateer to Plymouth.

“Lieutenant Batt, in reporting the circumstance to me afterwards, made high comments on your personal gallantry, and the assistance he received from you on the occasion.

---

\* The recently deceased and much lamented Viscount Torrington.

“ I hope this statement will sufficiently answer your purpose: for dates, I have nothing by me to refer to. I remain, dear Sir, yours very faithfully,  
(Signed) “ GRAHAM E. HAMOND.”

L'Atalante was captured on the 27th of July, and Mr. Croker and his companions continued seven days and nights in the perilous situation described by Sir Graham E. Hamond. One morning, an enemy's lugger was seen at some distance; but most fortunately she was deterred from approaching nearer, by the prize's head being instantly put towards her, although the numerous Frenchmen below were then trying at every hatchway to gain the deck.

The Plantagenet was subsequently commanded by Captain (afterwards Admiral) the Hon. Michael De Courcy, under whom Mr. Croker completed his time and servitude as midshipman, and in whose own hand writing we find it stated, on his leaving that ship to pass the usual examination at Somerset House, that he had “ always conducted himself with great activity, vigilance, and correctness; shewing himself forward for any enterprise, and setting an admirable example to those around him.”

In 1804 and 1805, Mr. Croker was successively appointed to act as lieutenant of the Topaze 36, Captain W. T. Lake; Amsterdam 32, Captain William Ferris; and Centaur 74, Captain Murray Maxwell; the two latter ships employed in the West Indies, to which station he had been sent out on promotion.

On the 29th July, 1805, the Centaur, then commanded by Captain Henry Whitby, and in company with a squadron under Captain De Courcy, sent from Jamaica to join Lord Nelson in his pursuit of the combined fleets of France and Spain, encountered one of the tremendous hurricanes which commence so suddenly, and increase to such dreadful violence, in those seas. Of the squadron, the Centaur suffered most from its destructive rage, in consequence of her having recently run on shore in the West Indies. She was thrown on her beam-ends; her masts all went, one after the other, like mere twigs; her boats were all stove and washed overboard; her rudder was carried away; and for sixteen hours,

the chain-pumps could scarcely keep her from foundering, the wreck of the mainmast having caused a most alarming leak, by starting a butt-end under the starboard quarter. In order to save this mast, Lieutenant Croker had exerted himself to get the wreck of the top-mast cut away; but he had not descended from the main-top above five minutes before it went by the board. By the mercy of Providence, however, the fury of the wind and waves at length abated, a thrummed sail was got under the ship's bottom, as well as hawsers to frap her shattered frame together, and in this state, with only about a dozen guns remaining, she was safely towed to Halifax by the *Eagle* 74, Captain David Colby.

Upon the above occasion, the crew of the *Centaur* afforded a striking proof of their high state of discipline; one man only was guilty of resorting to liquor,—either to drown his apprehensions of approaching death, or to gratify with impunity a strong propensity to drunkenness. When prayers and thanksgivings were offered up to the Almighty for their signal deliverance from the waves, the officers, seamen, and marines, almost to a man, were dissolved in tears. But for this hurricane, they would, in all probability, have been amongst the foremost at the battle of Trafalgar.

On her approaching Halifax harbour, the *Centaur* was supposed to be a French 74, captured by the *Eagle*, and numerous yachts and boats were soon seen coming out, to welcome the captors of so noble a prize. The first person who got on board the dismasted ship was Commissioner Inglefield, whose miraculous escape from the wreck of the old *Centaur*, in 1782, we have recorded in Vol. II. Part I., and whose feelings on this occasion may be much more readily conceived than described. He had no sooner reached the quarter-deck, and cast one hasty look around him, than he burst into tears, raised his hands to his forehead, and rushed into Captain Whitby's cabin, exclaiming “*my* poor *Centaur*, at the moment when I left her, presented the same appearance.” Captain Whitby, than whom a better officer was scarcely ever to be found, had not long before been promoted to post rank for saving the *Santa Margaritta* frigate, under similar cir-



cumstances. An attachment now soon took place between him and the commissioner's youngest daughter, which led to their union about the close of the same year\*.

On his return home in the *Centaur*, then commanded by Captain (now Sir John) Talbot, Mr. Croker was promoted into the *Active* frigate, Captain (now Rear-Admiral) Moubray, by commission dated Feb. 6th, 1806. The high opinion entertained of him by that distinguished officer is shewn in a recently written letter, of which we happen to have a copy:—

“ My dear Sir,—I have much pleasure in complying with your wish, that I should state my opinion of your services, whilst you were a lieutenant in the *Active* under my command, since I can, with truth, declare they were such as did you infinite credit. Your eagerness on all occasions to be employed on enterprises of danger, gave me the highest satisfaction; and your gallant conduct, immediately under my eye, in leading the boarders when the Turkish frigate was destroyed by the *Active* in the Dardanelles, strongly impressed me with a sense of your cool, intrepid character in action.

“ I beg to assure you that I shall be extremely glad to hear of your promotion to the next most desirable step, and that I am ever, my dear Sir, yours most faithfully,

(Signed)

“ R. H. MOUBRAY.”

“ *To Commander Walter Croker, R. N.*”

The Turkish frigate here spoken of was a fine noble ship of 56 guns, and had on board at least 450 men. She formed part of the squadron attacked and destroyed by the rear division of the force under Sir John T. Duckworth, at the forcing of the passage of the Dardanelles, Feb. 19th, 1807. Having cut her cables and run over from Point Pesquies to the European side, she was instantly followed and soon driven on shore by the *Active*; but still she would not strike her colours, and persisted in occasionally firing a gun. In order to obtain possession of and destroy her, Captain Moubray at length sent all his boats under Lieutenants Willes and Croker the latter of whom was the first person who boarded, and had the honor of cutting down the Ottoman colours with his own hand. The Turkish crew resisted until the last moment,

---

\* See Nav. Chron. xxviii, 270.

and even pelted the boats with shot by hand. Two days after this event, Lieutenant Croker commanded a party of the *Active's* seamen employed in completing the demolition of the formidable battery on Point Pesquies, under the orders of Lieutenant Carroll, of the *Pompée* 74. He subsequently obtained the following testimonial from Admiral Sir W. Sidney Smith:—

“These are to certify that Lieutenant Walter Croker being detached from His Majesty's ship *Active*, which ship formed part of my division, destined by Vice-Admiral Sir John Duckworth to destroy the Turkish men of war defending the passage of the Dardanelles, February 19th, 1807, succeeded with the boats of that ship in boarding and burning the Turkish frigate which ran on shore on the European side, shewing on this occasion the greatest intrepidity, intelligence, and skill, and performing the service committed to him by Captain Moubray, to my entire satisfaction.

“Given under my hand, at Paris, this 27th day of March, 1827.  
(Signed) “W. SIDNEY SMITH, Admiral of the Blue.”

In the beginning of 1808, Lieutenant Croker joined the *Thames* frigate, commanded by his most revered and deeply-lamented friend, the late Captain Bridges Watkinson Taylor, a truly amiable and noble-minded officer, with whom he had before served on board the *Galatea*. The following is the copy of a letter from Captain Taylor to the senior officer in the *Adriatic*, dated off Manfredonia, Feb. 27th, 1808:—

“From the rendezvous off Sansego, we the 23d instant chased and captured a large trabaccolo, with oil and almonds, from Barrie to Trieste; returning the following day, recaptured an Austrian brig from Messina, then another trabaccolo (Papal) from Zara, with wool; the latter led us near Ancona. I intended carrying these vessels to the rendezvous, but on the morning of the 25th a most heavy gale came on from the N. E.; the first had parted for the night, and, I trust, then ran for Malta, otherwise, although a fine new vessel, I fear those on board perished, or, my only hopes are, that she bore up into an enemy's port; the brig I ordered to Malta, being able to weather Ancona. The other trabaccolo broke her rudder, had her bow and quarter stove in, and was sinking; the sea being tremendous: under these circumstances, we tried to get her alongside to save the people (as we doubted our boats living), but without effect. Then Lieutenant Croker, with six good men, volunteered attempting it in the cutter, and it is with the most heartfelt gratitude I acquaint you, that all were saved by their exertions,—a woman, child, six of the *Thames's*, and four Romans; the vessels drifted so fast whilst this was performing, that we had

to wear six times under fore stay-sails only; the hazard ran in happily effecting the above, induces me to wish the commander-in-chief may be acquainted with it; and besides Lieutenant Croker, I beg you will have the goodness to mention the men whose names are in the margin, for their great humanity on this occasion\*.

"In accomplishing the above we got so far to leeward, that, on the following morning, it was only by the great mercy of Providence we escaped being wrecked near Ancona; we weathered it by carrying a press of sail without topsails, and were driven along a lee shore as far as Manfredonia, off which place we anchored, to gammon the bowsprit, which had given way in the gale. I have the honor to be,

(Signed) "B. W. TAYLOR.

"To Captain Campbell, H. M. S. *Unité*."

On this occasion the officers of the *Thames* were all consulted, and, with the exception of Lieutenant Croker, they were unanimously of opinion, that no boat could possibly live in the tremendous sea then running. Even the gallant fellows who accompanied him began to give way to despair, long before the *trabaccolo* could be closely approached, but were again rallied by the animating example and exhortations of their humane and intrepid officer, whose conduct on the 25th Feb. 1808 was truly deserving of a civic crown. The time spent in saving the lives of so many people, under such extremely dangerous circumstances, was at least three hours and a half, during which the main-stay-sail of the *Thames*, although scarcely ever before set, was actually blown out of its bolt-rope.

Some time after this event, the *Thames* and a sloop of war (*Minstrel*, Commander John Hollinworth) were employed in blockading two French frigates, lying in the harbour of Corfu. During a heavy gale, the sloop telegraphed, that her hanging ports were stove in, and that she must bear up. The storm being very violent, Captain Taylor, suggested thereto by Lieutenant Croker, resolved to seek shelter at the mouth of the harbour of Cephalonia, the only anchorage which he could pos-

---

\* Samuel Baker and William Brown, boatswain's mates; J. Fordyce, captain of the fore-castle; J. Clarke and Benjamin M'Clean, captains of tops; and George Brown, fore-castle-man.



sibly obtain without altogether abandoning his station. There the Thames and Minstrel brought up under French colours, within range of the enemy's batteries, and succeeded in outwitting the garrison, by making pretended signals with some new flags recently found on board a prize.

On the second day after their arrival at this anchorage, Lieutenant Croker discovered, from the mast-head, a large ship at the very head of the harbour, and hauled as close as possible to the shore. He immediately volunteered his services to bring her out; and soon after midnight, the barge and large cutter of the Thames, and the Minstrel's pinnace and cutter, the whole containing about fifty men, left the frigate, under his command. The sea was still running high, and nearly three hours elapsed before he got near the enemy. On being hailed by the batteries at the entrance of the harbour, he intimated that his boats were employed in fishing; but, to the challenges received from the sentinels on board his intended prize, he returned only a few hearty cheers. She was then promptly boarded, instantaneously carried, and triumphantly brought out, under a heavy fire from the batteries. Soon after day-light, the Thames and Minstrel were joined by the ship thus gallantly captured, and which proved to be laden with provisions and military stores for the garrison of Cephalonia.

In April 1809, Captain Taylor was removed to the Apollo 38, on which occasion he did all that delicacy would permit, to induce the first lieutenant of that ship to exchange with Mr. Croker; but the officers of the Apollo were too sensible of their new commander's worth, to leave him on any terms whatever. Failing in his endeavours, Captain Taylor was obliged to content himself with writing a strong recommendatory letter to the Admiralty, at the same time giving Mr. Croker a private one to his brother, the present Sir Herbert Taylor, and presenting him with a drawing of the perilous situation in which he had so voluntarily placed himself on the 25th Feb. 1808: this drawing Captain Taylor had executed with his own hand.

The Thames returned home under the command of Captain

the Hon. G. G. Waldegrave (now Lord Radstock), and Lieutenant Croker was soon afterwards sent out to the West Indies, on the Admiralty list for promotion. He there served in the *Melampus* frigate, under the command of Captain Edward Hawker; and was with that officer when he captured the *Beauharnois* of 16 guns and 109 men, laden with flour and warlike stores, from Bayonne bound to Guadaloupe. The commander of this French ship, Mons, Mont-Bazon, was a truly gallant fellow, and did not surrender until it became utterly impossible for him to effect his escape: during a close running fight of twenty minutes he kept up a most spirited fire from his stern-chasers; occasionally yawing his vessel and giving the *Melampus* a broadside of grape. On surrendering his sword he said, partly in his own language and partly in broken English, "If my scoundrels had done their duty, you would not get this from me."

After assisting at the reduction of Guadaloupe, Mr. Croker was appointed first lieutenant of the *Papillon* sloop, Captain James Hay, by which vessel some important despatches were subsequently brought to England. We next find him proceeding to the East Indies, as second of the *Leda* frigate, Captain (afterwards Rear-Admiral) George Sayer; from which station he returned, in ill-health, first of the *Diomedé* 50, Captain Hugh Cook. In the beginning of Nov, 1811, he was appointed senior lieutenant of the *Furieuse* frigate, Captain William Mounsey, who spoke highly of his conduct at the reduction of Ponza, an island near the Neapolitan coast, Feb. 26th, 1813\*. He had previously assisted in capturing two French privateers, each mounting four guns; and the subjoined documents will shew, that he afterwards commanded the boats of the *Furieuse*, at the capture and destruction of a national xebec, two gun-boats, a land battery of two long 24-pounders, an armed merchant vessel, and thirteen settees deeply laden with valuable cargoes.

*H. M. S. Furieuse, off Orbitello, May 7th, 1813.*

"Sir,—I have the honor to inform you of the capture of the French

\* See Suppl. Part II. p. 5 *et seq.*

national xebec la Conception, with two long 9-pounders, mounted and pierced for twelve guns, by the boats of H. M. ship under the command of Lieutenant Walter Croker (1st) and Lieutenant Williams Sandom (2d) of this ship. Nothing could surpass the undaunted and determined spirit with which she was boarded and hove off the shore, and towed out from under a most galling fire of musketry, and from a battery of eleven 24-pounders, which she had run under. This service was most arduous, and could not be performed without a loss (comparatively small), viz. Mr. John Webb (midshipman), a most promising young officer, shot through the body (since dead), and five seamen badly wounded. Lieutenant Croker" (who had both lappels of his coat shot away) "has reported to me, in the strongest terms of praise, the very gallant support he received from Lieutenant Sandom, and every petty officer, seaman, and marine, employed under his command. I have the honor to be, &c.

(Signed)

"WILLIAM MOUNSEY."

"To Captain the Hon. Henry Duncan,  
H. M. S. *Imperieuse* \*."

"H. M. S. *Furieuse*, at Sea, Oct. 8th, 1813.

"Sir,—I beg leave to acquaint you, that on the 4th instant, running along the coast to the Island of Ponza, at one P. M., I observed a convoy of nineteen vessels in the harbour of Marinelo (about six miles to the eastward of Civita Vecchia), protected by two gun-boats, a fort of two long 24-pounders, and a strong fortified castle and tower; and it appearing practicable to cut them out, as the wind was fair for that purpose, Lieutenants Croker and Lester, with Lieutenants Whylock and Davies, R. M., gallantly volunteered to storm the fort on the land side, with the whole of the marines and boats' crews, whilst the ship anchored before it, which service was promptly performed; and, after a few broadsides, I had the satisfaction of seeing the battery carried and guns spiked by our gallant party on shore.

"The enemy retreated and took the strong positions of the castle and tower overlooking the harbour, where they kept up a constant fire of musketry, through loop-holes, without the possibility of being dislodged; although I weighed and moved in, so that the whole fire of the ship was directed against it, nothing could damp the ardour of the party on shore, who, together with Lieutenant Lester in the boats, lost not a moment in boarding and cutting the cables of sixteen vessels, under a most galling fire; two of which were sunk in the entrance of the harbour, and fourteen got out.

"I have to regret the loss of twelve brave men, killed and wounded,

---

\* The above is an exact copy of the letter written by Captain Mounsey, but which was much curtailed in the London Gazette. See Captain WILLIAMS SANDOM.



which is less than might have been expected, as more than 500 regular troops arrived from Civita Vecchia; but were kept in check in coming along, and forced to take a circuitous route, by a well directed fire from the ship, which allowed sufficient time for all our men to embark.

“It is now a pleasing duty to pay a just tribute of praise to the very gallant and determined conduct of Mr. Croker, first lieutenant, whose zeal on this and on every other occasion, merits my warmest commendation; and he speaks in the highest terms of admiration of the determined bravery of Lieutenants Lester, Whylock, and Davies, the petty officers, seamen, and royal marines, under his command.

“The whole of this service was most successfully accomplished in three hours, and fourteen vessels, deeply laden, got clear off, which I was obliged to take in tow, as their sails had all been unbent and taken on shore, to prevent our getting them out. I have the honor to be, &c.

(Signed) “WILLIAM MOUNSEY.”

“To Captain the Hon. Henry Duncan,  
&c. &c. &c.”

The vessels sunk were two gun-boats, each armed with one long brass 24-pounder and four swivels. The loss sustained by the British consisted of two men killed, three dangerously wounded, and seven very severely.

The *Furieuse* formed part of the squadron under Sir Josias Rowley, at the unsuccessful attempt upon Leghorn, in Dec. 1813. The following is an extract of that officer's official despatch, reporting the capture of Fort Santa Maria and the other sea defences of the Gulf of Spezzia, in March, 1814:—

“To Captain Flin, Lieutenants Bazalgette, Mapleton, Croker, and Molesworth, Mr. Glen, master of the *America*, and Mr. Breary, mate of the *Edinburgh*, who had the direction of the guns in the batteries, much credit is due: the condition of the fort on its surrender plainly evinced the effect of their fire.”

Lieutenant Croker also assisted at the reduction of Genoa and its dependencies, in the month of April following\*. His promotion to the rank of commander took place Nov. 2d, 1814; on which occasion he was appointed to the *Wizard* sloop, in the Mediterranean: and soon after the flight of Napoleon Buonaparte from Elba, we find him re-

---

\* See Vol. II. Part I. pp. 424—430.

ceiving a letter to the following effect from his commander-in-chief, dated at Palermo, Mar. 28th, 1815:—

“ Sir,—In acknowledging your letter of the 24th instant, communicating your transactions in the execution of my order of the 12th, I have great satisfaction in expressing to you my entire approbation of your proceedings, and of the very clear and satisfactory manner in which you have collected and conveyed to me much interesting and important intelligence. I am, &c.

(Signed) “ C. V. PENROSE, Rear-Admiral.”

About this period, Captain Croker detained seven French vessels, some of them under Buonapartean colours; but, at the particular request of the Duc d'Angoulême, they were liberated by him about a month previous to the battle of Waterloo. He likewise embarked the Dauphin's principal aide-de-camp, the Marquis (afterwards Duc) de Rivière, with the whole of his suite, whom he had on very particular service for several weeks. This nobleman subsequently requested Lord Exmouth, then at Marseilles, to promote Captain Croker, and was gratified with a favorable answer. Instigated, however, by feelings of the most benevolent nature, the commander of the *Wizard* sacrificed his private interest, for the purpose of making known to the world the miserable situation of many hundreds of his fellow Christians at Algiers, whose liberation might then have been effected with very trifling loss compared to that which was afterwards sustained by the combined squadrons under his lordship's orders. On the 7th Aug. 1815, he received a letter from the commander-in-chief, of which we here give an extract:—

“ I am very sorry your brig is so defective, as I shall be sorry to lose your personal services, having every reason to be satisfied with your good conduct. I have ordered her to be surveyed at Gibraltar, and sent home, if found as represented, of which there is, however, no doubt. You will go as soon as our letters are ready. Believe me, dear Sir, your very faithful humble servant,

(Signed) “ EXMOUTH.”

Five days previous to the date of this communication, Captain Croker, then returning from Algiers to Marseilles, drew up a memoir on the subject of the sufferings of the

Christian slaves in Barbary, and addressed it to "a Member of Parliament." As we believe this memoir to have been the very origin of the expeditions afterwards sent to Algiers, we cannot, in justice to the author, refrain from giving the principal part of it a place in our pages.

After describing a rencontre between a Dutch squadron and an Algerine corvette, which took place in his presence, on the 25th of the preceding month, Captain Croker proceeds as follows :—

"I have finished that part of my letter which, from a professional spectator, I presume will not be unacceptable to you. The subject and descriptions I now would treat of, deserve, indeed, a more able pen, and, though I must here fall short, yet, when I remember the few opportunities likely to offer to men of greater talent, to witness and describe the scenes of horror which I have lately seen, I humbly hope that my faithful relation of these facts will not be considered presumptuous, nor proceeding from any other motive than the fulfilment of a duty, which I feel that I owe to my poor suffering fellow-creatures, and to the honor of my country. It will also be an excuse, if excuse be necessary, that my feelings were called into action by a circumstance which rather singularly happened, only the day after my arrival at Algiers. On inquiry into the purport of a paper which I saw in the hands of the vice-consul, I found it to be a subscription for the relief of nearly three hundred Christian slaves, just arrived from Bona, after a journey of many days; and who, after the usual ceremony of bringing them to the Dey's feet, were ordered to their different destinations: such as were able to go to their *bani*, or prison, were sent there; but the far greater number were found objects for the hospital, which Spain, in her better days, humanely established for the relief of Christian slaves at Algiers; it is the only one in that city.

"I naturally wished to know the particulars of the capture of those wretched persons. The Christians in Algiers, who are not slaves, are very far from numerous, being only the consuls of the Christian states, at peace with Algiers, and their families, with a very few dependents on their different protection: on the authority of them all, I learnt, that these last Christian slaves, three hundred and fifty-seven in number, were taken by two Algerine pirates, which presumed to carry the English colours, and, by so doing, decoyed those unhappy beings within their reach.

"They were landed at Bona, whence they were driven to Algiers like a herd of cattle. Those who were no longer able to walk were tied on mules, and if they became still more enfeebled, they were murdered. On their journey, fifty-nine expired, and one youth fell dead at the very moment they brought him to the feet of the Dey. Since their arrival, an interval of only six days, near seventy more have died!



“ I was, on a subsequent day, at the public quarries, and saw the Christian slaves and the mules driven promiscuously to the same labor, by their infidel masters. I at once anxiously and patiently heard the melancholy tales of their misery. I tasted of their bread, and, I must own, I tasted of sorrow. You will conceive, Sir, my sad surprise, when many of them referred me to our own consul, to prove that they were actually made slaves while under English passports, and for the very purpose of supplying our armies with grain!

“ The second instance I shall introduce to your attention, is one in which the honor and the faith of the British nation have been most notoriously insulted by those detestable pirates.

“ When the island of Ponza was added to the conquests of the British arms, the great addition of the English garrison, and our squadron, occasioned considerable anxiety for the means of maintenance of the inhabitants themselves, as well as of the necessary refreshments and supplies for their new masters and benefactors, as they called us. It was also a consideration of such moment to the commanding officer of our forces, that he encouraged the spirit of commerce, which had already shewn itself in the natives, by requesting English passports to different places, for grain, for the use of the island. These passports were not only willingly granted, but an intended support was also given them; namely, a permission to wear the British flag.

“ Some of these poor unfortunate men, returning from one of their little enterprizes, were, within sight of their own island, boarded by six boats belonging to two Algerine pirates;—the colors which they vainly looked for protection, were, by these assailants, torn in pieces and cast into the sea, and the unhappy crew were dragged to slavery. Such was the fate of poor Vicenzo Avelino, and his unoffending crew of eleven or twelve men, who surely were as much entitled to English protection as the inhabitants of any other island which wore the English colors!

“ You will judge what an English officer’s feelings must have been, when surrounded by these miserable men, who, with tears, inquired, if England knew their fate? or if they were to expect any mercy from our all powerful nation?

“ I own I cannot but wish that some of those English gentlemen who travel in search of pleasure in the Mediterranean, would pay Algier a visit, even for one week; I am sure they could not fail to feel, like me, the degradation to which the Christian name is exposed, and to endeavour, on their return home, to exert their abilities and influence in a cause which no one doubts to be meritorious; but which actual inspection would make every man feel to be a solemn, religious, and moral duty.

“ I should add, that on the arrival of these new slaves, our consul sent his interpreter to the *bani* and hospital, to find out if any of them had claims on the English protection. The infidels would not permit him to enter either place. All I have told you, and ten times more, will be con-

firmed by your taking the trouble to inquire into it, and there are two gentlemen who will attend in person, if it be necessary.

“Our own consul, a worthy man, confirmed all I had heard from these people, and gladly gave me every information on the subject; and I plainly saw that he had used all his influence to effect their release, but to no purpose; his influence, which is much greater than that of the consul of any other nation, extends to being able to avoid insult to his person and house, and barely that. A short time ago, a Turk came to rob his garden—Mr. M'Donald had him secured until he heard from Algiers respecting it. The next day an order arrived for all the consuls to leave their country-houses, and only to be allowed to live in the city! This they promptly refused doing, saying, that nothing but force should make them leave their habitations.

“The Danish consul, a respectable and amiable man, was once actually taken to the bani, and irons put on him, until his nation paid some tributary debt! The Swedes are obliged to furnish artists for making gun-powder for them. The French government have sent them a builder for their navy: he told me so himself! The Spanish vice-consul either of Bona or Oran I myself saw in heavy irons, working with the other slaves! Thus, these infidels trample equally on all the rights of nations and of nature.

“The next case is that of the two Messieurs Tereni; they are brothers, and were respectable inhabitants of Leghorn, taken by these pirates, made slaves of, and two thousand pounds worth of property taken from them, although in possession of a passport from General Oakes, and returning from England to their own country. Their history has long been known to our government, and, by command of the secretary of state, our consul has endeavoured to use his influence for their release; but he has been many times refused, and all he has been able to obtain for them, is permission for their living under his protection, on condition that they pay a dollar per month for not working in the mines. This is the very greatest indulgence which consular influence is able to obtain at Algiers. With great satisfaction I bear witness that the English, Danish, and Swedish consuls, treat Christian slaves with the utmost humanity, I might almost say, politeness.

“The very many other cases I could state of insult to the English nation, by treating the passports of her governors with contempt, &c. I will reserve for your farther information, should you require it; but one recent and flagrant insult I must here mention. There are at this moment, in irons and in slavery at Algiers, the captain and crew of a Gibraltar trader. Their little vessel was taken and confiscated, and our consul has been many times refused their release, although proofs of their being English subjects have been as many times offered by him.

“Permit me now to give you a description of the bani, or prison, the only house they have, and of the hospital. I visited them both, in com-

pany with the surgeon of this sloop, another officer, and an amiable man who resides with our consul.

“The bani, or bagnio, is in one of the narrow streets of Algiers, has nothing remarkable in its outside appearance, but inside it is the most remarkable house of misery imagination can conceive. On entering the gate, there is a small square yard for the slaves to walk about in; there they are, on every Friday, locked up, and, as they do not work on that day, they are allowed nothing but water from the Algerine government. We then ascended a stone stair-case, and round the galleries were rooms with naked earthen floors, and damp stone walls. They have an iron grated window, and a strong door; two of these rooms have, in each of them, twenty-four things, like cot-frames, with twigs interwoven in the middle. These are hung up, one above another, round the room, and those slaves, who are able to pay for the luxury of such a bed, are alone admitted.

“I am happy in wanting a comparison in any part of the world where I have been, for this abominable prison, and those deadly cells; but, if they had a little more light, I think they would most resemble a house where the negroes of the West India islands keep their pigs. I must add, that the pestilential smell made Mr. Stanburg so ill, that he nearly fainted, and Doctor M’Connell and myself were not much less affected.

“The food of the slaves consists of two black loaves, of half a pound each, which are their daily bread: neither meat nor vegetables do they ever taste, those excepted who work at the Marina, who get ten olives per day with their bread; and others in the Spanish hospital, which the Spanish government to this day supports, as well perhaps as it is able. In visiting this hospital, the floors of which were covered with unhappy beings of every age and either sex, I saw some men who looked almost sixty, and some children, who could not be more than eight years old; the whole of them had their legs swelled and cut in such a horrid manner, that we all thought they could not recover. There also we saw some young Sicilian girls, and some women. One poor woman burst into tears, told us that she was the mother of eight children, and desired us to look at six of them who had been slaves with her for thirteen years. We left these scenes of horror, and, on going into the country, I met the slaves returning from their labor. The clang of the chains of those who were heavily ironed, called my attention to their extreme fatigue and dejection; they were attended by infidels with large whips.

“During my stay at Algiers, I employed every moment in gaining information as to the practicability of any attack upon that place; and, having taken the opportunity of examining all the forts, batteries, and every possible means of defence, both internally and externally, I will mention some particulars on this head.

“The state of Algiers is divided into four governments; viz. Constantine, a town and its environs, about forty miles inland from Algiers; Tittery,



another very small inland town, &c. ; Bona, its eastern government and sea-port; and Oran, the westernmost. The entire population of all these places, as well as the adjacent parts of the country, and the eighty thousand Moors, Arabs, and Jews, which are the population of the city of Algiers, are kept in subjection by, at the utmost, four thousand Janizaries : indeed, no other armed force is allowed, except in cases of the greatest emergency, when the Arabs and Moors are called to their support. From among the Janizaries, the Dey is chosen, or rather put on the throne by the strongest party of them : and, so far from the office being hereditary, the sons of the Dey are no more than common soldiers. As a yet stronger proof of the insignificance of this government, the Cabailes, or resident Arabs, are in possession of their own independent state, which is in sight of Algiers, and they make the subjects of the Dey pay them tribute ; so you will see that it is not the natives of Algiers who commit these tyrannical horrid crimes, but only as many Janizaries as there are in the state. As for its sea defence, it has nothing but the formidable appearance of its white washed batteries, which have too long been the bugbear of Europe, to prevent its being razed to the ground in a very short time, by any power which sends a proper force. The Tunisians are at war with Algiers, which never yet was so weak as at this moment ; so that if England only command them to release the Christian slaves, and not to make any more, I have no doubt, from what I have heard and seen, that it will be immediately complied with : it is surely worth trying.

“ I have read their new treaty with the Americans : it is certainly, in all respects as good as America could wish, save and except the emancipation of all the Christian slaves. The captured Algerine frigate and brig were restored, not by that treaty, but at the humble request of the Dey, to save his head.

“ I have found myself obliged to make this letter much longer than was my intention, and I hope I may have excited some interest on a subject, which ought, I think, to be even nearer to the heart of a Christian than the abolition of the African slave trade. I have the honor to subscribe myself, &c.

(Signed) “ WALTER CROKER, Commander, R. N.”

“ P. S. It is but justice to the memory of one humane Turk, that I add this postscript, to state that before he died, he left his whole fortune for the purpose of providing one small loaf for each christian slave in the *bani*, on Friday, the day they get nothing to eat from the Algerine government.

“ W. C.”

In Sept. 1815, this memoir was sent to the gentleman for whom it was originally intended, who then held an important office under Government, and who undertook to lay it before His Majesty's ministers ; observing at the same time, that it might “ possibly be conducive to the accomplishment of the

*great object its writer had in view.*" On the 2d Jan. 1816, but not until then, he acquainted Captain Croker, that it had been received by Government, and that he had "*every reason to believe that it was favorably considered.*"

Chagrined at the delay which had already taken place, and fearing that his representations were not likely to be attended to by those in power, Captain Croker now determined to publish his memoir of Algiers, which was no sooner done than the present Lord High Chancellor made use of it in the House of Commons, declared it to be "a clear, substantial, and authentic document;" and succeeded in eliciting from Viscount Castlereagh an assurance that the case of the Christian slaves was actually under consideration. On the 21st March, 1816, Lord Exmouth, then off Port Mahon, informed the fleet under his command, that he had "been instructed and directed by H. R. H. the Prince Regent to proceed to Algiers, and there make certain arrangements for *diminishing* at least the piratical excursions of the Barbary States, by which thousands of our fellow creatures, innocently following their commercial pursuits, have been dragged into the most wretched and revolting state of slavery."

After considerable hesitation on the part of the Dey, who boasted much of the strength of his "warlike city," a treaty was at length concluded, but which failed of giving general satisfaction. Even the philanthropic Mr. Wilberforce, in a letter to Captain Croker, expressed his decided opinion, that the liberation of the Christians then in slavery should have been effected rather by "cannon balls" than by the "payment of a single piastre" as ransom. This gentleman was one of the first to whom a copy of Captain Croker's pamphlet had been sent; and after perusing it, he declared that the author "had kindled, even in the mind of such an old stager as himself in politics, a flame, which, he trusted, would never be extinguished, till the evils which, to the disgrace of the great European powers, and more especially of Great Britain, had been so long tolerated, were at an end." The glorious results of Lord Exmouth's second visit to Algiers is well known, and we have only to deplore the policy which

restrained that determined officer from inflicting upon the barbarians an equally signal chastisement at a period when it might have been done with much less sacrifice of British blood and treasure, instead of allowing them a full year (from the date of Captain Croker's memoir) to prepare for a more sanguinary conflict.

On its being determined to send a second expedition against Algiers, *with orders to fight if negociation failed*, Captain Croker made an instant tender of his services, but had the mortification to find his applications for employment utterly disregarded. He even followed the fleet from Portsmouth to Plymouth, in the vain hope of being allowed to embark as a volunteer : the necessary permission was withheld ; and he consequently returned to his home in disgust, at such neglect and treatment as he was quite conscious of not deserving. Since then, he has, at various periods, used every exertion in his power to obtain an appointment, but always without success. Early in the spring of 1827, he proceeded to Paris, for the purpose of requesting a recommendation from the Duc d'Angouleme to Viscount Melville, when his Royal Highness was pleased to give him an autograph letter addressed to Prince de Polignac, and desiring that nobleman, who was then Ambassador at the British Court, to make an application in his favor. On this occasion, although twelve years had elapsed since they last met, the Duc de Rivière did not fail to remember and most heartily welcome his old friend, whom he informed, that the Dauphin had commanded him to be entertained at the table of the Duc de Bourdeaux, during his stay at Paris. The following is the translation of a letter which he received immediately on his arrival in that capital :

“ My dear Captain,—I have spoken to the Dauphin ; and I have the little word (*petit mot*) which you are desirous of. Come and dine with us, at six o'clock to day, and I will give it you, as also a letter for Prince de Polignac. A thousand caresses from, yours sincerely,

(Signed)

“ DUC DE RIVIERE.”

“ Thursday, 22d March.”

The letter written by the Duc d'Angouleme was presented



to Viscount Melville, who expressed a wish to retain it, and promised that attention should be paid to the wishes of H. R. H. On his lordship going out of office, in 1827, Captain Croker was naturally anxious to have it restored to him, in order that it might be laid before H. R. H. the Lord High Admiral; but he was informed by the Viscount himself, as well as by his private secretary, that it had been sent to Scotland in one of many chests of papers, and could not be got at for a considerable time. Finding this to be the case, he paid Paris a second visit, and returned from thence with another letter for Prince de Polignac, of which we now give the translation :

“ 24th May, 1827.

“ My dear Prince,—His Royal Highness the Dauphin formerly authorized you to recommend Captain Walter Croker to Lord Melville, and also directed me to request you to exert your best efforts with his lordship in favor of the captain, he having evinced much zeal in our King’s cause, whilst His Royal Highness was at Barcelona, and also released, at the request of the Dauphin, seven vessels, which he had detained and sent into Port Mahon, before the battle of Waterloo. The Dauphin desires that you, dear Prince, will repeat the same efforts with H. R. H. the Duke of Clarence, if you see no objection; the same, I say, which you have used with Lord Melville, so that Captain Walter Croker’s object may at length be accomplished. Receive, dear Prince, the assurance of my devotedness.

(Signed)

“ DUC DE RIVIERE,

Governor to H. R. H. the Duc de Bourdeaux.”

“ *To the Prince de Polignac.*”

Together with this letter, the French Ambassador forwarded to the Lord High Admiral a certificate, as follows :

“ I certify, that the expressions above mentioned are the same as those in the original paper, now in the hands of Lord Melville; and that the Duc de Rivière communicated to me, by command of the Dauphin, his Royal Highness’s desire, that the interest which he has condescended to take in the advancement of Captain Walter Croker should reach the knowledge of His Royal Highness the Duke of Clarence.

(Signed)

“ THE PRINCE DE POLIGNAC.”

“ *Portland Place, 30th May, 1827.*”

At an interview with which Captain Croker was subsequently honored, the Lord High Admiral was most graciously

pleased to signify his intention of promoting him; which promise was afterwards repeated in a letter from his private secretary, and undoubtedly would have been fulfilled had His Royal Highness remained in office. His Majesty has recently been pleased to receive a second memorial of Captain Croker's services, and it will be seen by the subjoined letter, that the same is now under the consideration of the Admiralty. We have only to add, that Captain Croker, previous to the late French revolution, possessed so much interest at that Court, that, had not his wishes been confined to the attainment of promotion in a service of which he is so great an ornament, he might have almost commanded any mark of distinction or other favor which the then Dauphin could possibly have obtained for him.

*Windsor Castle, Aug. 29th, 1831.*

“ Sir,—I have not delayed to submit your memorial, and the accompanying papers, to the King, who has honored me with his commands to refer them for the consideration of Sir James Graham. I shall be happy to hear that your application has been successful. I have the honor to be, &c.

(Signed)

“ H. TAYLOR.”

“ *To Capt. Croker, R. N.*”

Captain Croker is the present possessor of his paternal estate, Lisnabrin, and also of one-half of Rovesmore. He married Mary, daughter of the Rev. Ponsonby May Carew, rector of Ardmore, co. Waterford, and has had issue five children, of whom four are now living. Two of his brothers are physicians, and another a captain on the half-pay of H. M. 84th regiment. One of his sisters, now deceased, was married to Counsellor Walter Giles.

*Agents.*—Sir F. M. Ommanney and Son.

---

### JAMES ELLIS, Esq.

WAS first lieutenant of the *Arethusa* 32, Captain Samuel Marshall, and wounded in her celebrated action with the

French frigate *Belle Poule*, July 17th, 1778 \*. He obtained the rank of commander on the 19th Nov. in the same year; and the out-pension of Greenwich Hospital Sept. 22d, 1806. His demise took place Sept. 7th, 1824, at which period he was in the 79th year of his age.

---

### DAVID MACKAY, Esq.

WAS made a commander in Sept. 1781, and granted the out-pension of Greenwich Hospital, in July 1807. He died in the year 1823.

---

### GOODWIN COLQUITT, Esq.

WAS promoted to the command of the *Echo* sloop in Jan. 1783; and granted the out-pension of Greenwich Hospital in Sept. 1806. He died at Bath, Jan. 2d, 1826, aged 78 years.

---

### STEPHEN PETER MOUAT, Esq.

WAS educated at the maritime school, Chelsea; and advanced to the rank of commander in Dec. 1787. His daughter was married, in 1814, to Captain J. A. Briggs, of the Hon. East India Company's service.

---

### HENRY DEACON, Esq.

OBTAINED his present rank in Dec. 1787, and the out-pension of Greenwich Hospital in May 1814. During the latter part of the late war he regulated the impress service at Waterford.

---

\* See Vol. I. Part II. p. 499.



**JOHN EDWARDS (a), Esq.**

WAS made a commander in Dec. 1787.

---

**SAMUEL KEMPTHORNE, Esq.**

COMMISSION as commander dated Aug. 26th 1789.

---

**GEORGE MAXWELL, Esq.**

WAS one of twenty lieutenants who received their first commissions prior to the conclusion of the year 1780, and were made commanders on the 21st Sept. 1790; as was also

**SAMUEL FEATHERSTONE, Esq.****RICHARD BOGER, Esq.**

OBTAINED the rank of commander in Sept. 1793; and the out-pension of Greenwich Hospital in Sept. 1806. He died at Brompton, co. Middlesex, May 6th, 1824, aged 84 years.

---

**CHARLES ROBINSON, Esq.**

WAS made a commander in April 1794; and had the misfortune to be captured in the Scout sloop, by two French frigates, on the Mediterranean station, in the month of August following.

---

**PETER M'KELLAR, Esq.**

SERVED as second lieutenant of the Royal Sovereign, first rate, bearing the flag of Admiral Thomas Graves, at the defeat of the French republican fleet, June 1st, 1794; and subsequently commanded la Renommée troop-ship, on the

Mediterranean station, where he received the Turkish gold medal for his services during the memorable Egyptian campaign. In 1807, we find him employed in the *Lady Warren*, hired armed ship, on Channel service. He obtained the rank of commander in July 1794; and died in June 1830, at the advanced age of 81 years.

---

### WILLIAM BURGESS, Esq.

WAS senior lieutenant of the *Impregnable 98*, flag-ship of Rear-Admiral Benjamin Caldwell, on the memorable first of June, 1794; and promoted to his present rank July 5th following. He afterwards held a command in the Sea-Fencible service, on the southern coast of Cornwall. His son, Samuel, is a captain in the navy.

---

### JOHN LARKAN, Esq.

BROTHER to Captain Robert Larkan, of the Royal Hospital at Greenwich. He was first lieutenant of the *Pandora 20*, Captain Edward Edwards, when that ship was despatched to Otaheite, in quest of the ill-fated *Bounty\**; and he also served in the same capacity on board the *Defence 74*, Captain (now Lord) Gambier, at the battle of June 1st, 1794. His promotion to the rank of commander took place on the 6th of the following month; from which period, we believe, he was never employed afloat. During the late war he held an appointment in the Irish Sea-Fencible service; and he appears to have died at Athlone, in 1830, aged 84 years.

---

### GEORGE LUKE (a), Esq.

WAS second lieutenant of the *la Nympe* frigate, commanded by the present Viscount Exmouth, at the capture of *la Cleo-*

---

\* See Vol. II. Part II. p. 767 *et seq.*

patre, a French national ship of superior force, off the Start Point, June 18th, 1793, on which occasion he appears to have been wounded whilst leading a division of the boarders. He afterwards served on board the Impregnable 98, flag-ship of Rear-Admiral B. Caldwell; and we have been told by one of his messmates, now a peer of the realm and a flag-officer, that he frequently amused himself and the inmates of the wardroom, by saying "Here am I, George Luke, the son of an ironmonger, who don't care a d——n for any of you." He was promoted to the rank of commander in Nov. 1794; subsequently employed in the Sea Fencible service; and granted the out-pension of Greenwich Hospital, Jan. 15th, 1812.

Commander Luke died in 1824; previous to which one of his daughters was married to Captain Dale, of the 84th regiment; and another to G. C. Tucker, LL.D. of Ashburton, co. Devon.

---

### THOMAS DALBY, Esq.

WAS made a lieutenant in 1778; a commander in Dec. 1794; and appointed to the Sea-Fencible service, in Hampshire, April 3d, 1798.

---

### HENRY WRAY, Esq.

COMMANDED the Advice cutter, on Channel service, during the Spanish armament, in 1790; and the Flora hired armed ship, employed in convoying the trade to and from Ireland in 1794. He obtained the rank of commander in June 1795; and was soon afterwards appointed to the Sea-gull sloop, in which vessel he continued, on the North Sea and Channel stations, for nearly five years. He died in 1825.

---



### JOHN EDWARDS (*b*), Esq.

WAS made a commander in June 1795; and granted the out-pension of Greenwich Hospital, in Sept. 1822: he died on the 15th Jan. 1823.

---

### GEORGE ROBINSON, Esq.

OBTAINED his first commission in 1790, and lost a leg whilst serving as second lieutenant of the Thames 32, Captain James Cotes, in an action with the French frigate Uranie, of far superior force.

This combat took place on the 24th Oct. 1793, in lat. 47° 2' N. long. 7° 22' W., and was continued with great spirit on both sides, from about 10-30 A. M. until 2-20 P. M., when the enemy hauled off to the southward, making all the sail she could, and leaving the British ship in too crippled a condition to pursue her, as will be seen by the following enumeration of her damages and loss, taken from Captain Cotes's official letter, dated at Gisors, in France, April 9th, 1795:—

The bowsprit, all three lower masts, and the main-top-mast, badly wounded in a number of places; the bobstays, bowsprit-shrouds, jib-stay, and haliards, all the standing and spring-stays, most of the lower and top-mast rigging, and the fore part of the mizen-top, shot away; the main-top-sail-yard cut through in the slings; the fore and main-yards rendered un-serviceable, the former left hanging by the trusses alone, and nearly half way down to the deck, the latter having neither lift nor brace remaining; the courses and all the after sails completely riddled; the gangways and that part of the main-deck before the main-mast, from the waterway to the hatchways, torn up; the bitts demolished; three guns dismounted; almost every breeching and tackle carried away; the gaff obliged to be lowered, to prevent the mizen-mast going over the side; nine shot between wind and water; and 34 officers and men, out of 134, the total number, including boys, on board, killed and badly wounded.

The Thames mounted thirty-two long twelve and six-pounders, without a single carronade; her opponent twenty-eight long eighteens, twelve long eights, and four thirty-six-pounder carronades, with a complement of at least 330 men.

The condition of the French ship can be judged of only from her appearance after the action had ceased, when several men were seen over her sides, busily employed in stopping shot-holes, and it was evident that all her pumps were at work.

In the course of the same day, the Thames was obliged to surrender to a French squadron, consisting of three large frigates and a corvette, under the command of Monsieur Allemand, by whom the Uranie had been sent in chase of a brig about forty-eight hours before. Previous to their being landed at Brest, the whole of the British prisoners were completely pillaged by the republican crews, over whom their officers had little or no control: it is, however, but fair to state, that the latter did all they could to mitigate the sufferings of their captives.

On the 23d June 1795, Lieutenant Robinson was promoted to the rank of commander; and in Jan. 1796, he obtained a pension of £91 5s. *per annum*; which, May 8th, 1816, was increased to £200.

### HENRY HUTCHINGS BIRKHEAD, Esq.

WAS made a lieutenant in 1783; promoted to the rank of commander in Nov. 1795; and granted the out-pension of Greenwich Hospital in Sept. 1806.

### GEORGE DAVEY, Esq.

WAS made a lieutenant in 1780; advanced to the rank of commander in Jan. 1796; and employed, during part of the late war, in the Alkmaar store-ship. He died at Polbarth, co. Cornwall, in 1829.

### JAMES GODENCH, Esq.

OBTAINED his first commission in 1779; and was promoted to the rank of commander for his "bravery and good

conduct" as senior lieutenant of the *Alexander* 74, in an action with a French squadron, of which we find the following official account:—

*"On board the Marat, at Brest, Nov. 23d, 1794.*

"Sir,—The arrival of the *Canada* must long since have informed their lordships of my misfortune, in losing *H. M. S. Alexander*, late under my command, having been taken by a squadron of French ships of war, consisting of five 74's, three large frigates, and an armed brig, commanded by Rear-Admiral Neilly: farther particulars I herewith transmit you for their lordships' information.

"We discovered this squadron on our weather bow, about 2-30 A. M. on the 6th instant, being then in lat. 48° 25' N., long. 7° 53' W., the wind at west, and we steering N. E. I immediately braced sharp up, with the larboard tacks on board, and without signal, the *Canada* being close to us. We passed the strangers a little before four o'clock, the nearest of them only about half a mile distant, but could not discover what they were. Shortly after we bore more up, let the reefs out of the top-sails, and set steering-sails. About 5 A. M., perceiving, by my night-glass, the strange ships to stand after us, we crowded all the sail we could possibly set, as did the *Canada*, and stood still more to the eastward. About day-break the *Canada* passed us, steering more to the northward than we did. Two ships of the line and two frigates pursued her, and three of the line and one frigate chased the *Alexander*. About 7-30 the whole of them hoisted English colours. About 8-15 we did the same, upon which they hauled down the English and hoisted French. At 9, or shortly after, observing the ships in pursuit of the *Canada* draw up with her, I made the signal to form a-head for mutual support (being determined to defend *H. M.* ships to the last extremity), which signal she instantly answered, and endeavoured to put in execution; but the enemy seeing her intentions, hauled more to starboard to cut her off, and thereby obliged her to steer the course she had done before. We continued firing our stern-chasers at the ships pursuing us, from 8-30 till near 11 A. M., when the three 74's came up, and brought us to close action, which we sustained for upwards of two hours. During this period, the *Alexander* had become a complete wreck; the main-yard, spanker-boom, and three top-gallant-yards were shot away; all the lower-masts shot through in many places, and expected every minute to go over the side; all the other masts and yards wounded, more or less; nearly the whole of the standing and running rigging cut to pieces; and the sails torn into ribands: her hull was much shattered, and, making a great deal of water; she was with difficulty floated into Brest.

"At 1 P. M., the other ships had quitted the *Canada*, and were coming fast up with us; the shot of one of them soon afterwards passed over us. Thus situated, and cut off from all resources, I judged it adviseable to



consult my officers, and accordingly assembled them all on the quarter-deck; when, upon surveying and examining the state of the ship (engaged as I have already described), they deemed any farther resistance would be ineffectual, as every possible exertion had already been used to save her, and therefore they were unanimously of opinion, that to resign her would be the only means of saving the lives of a number of brave men. Then, and not till then, I ordered the colours to be struck; a measure which, on a full investigation, I hope and trust their lordships will not disapprove. Hitherto I have not been able to collect an exact list of the killed and wounded, as many of the former were thrown overboard during the action, and when taken possession of, the people were divided and sent on board different ships; but I do not believe they exceed forty, or thereabout. No one above the rank of boatswain's-mate was killed. Lieutenant Fitzgerald, of the marines, Mr. Burns, the boatswain, and Mr. M'Curdy, pilot, were wounded, but they are in a fair way of doing well.

"The cool, steady, and gallant behaviour of all my officers and ship's company, throughout the whole of the action, merits the highest applause; and I should be deficient in my duty, as well as in what I owe to those brave men, were I to omit requesting you will be pleased to recommend them in the strongest manner to their lordships' favor and protection; particularly Lieutenants Godench, Epworth, Carter, West, and Darracott; Major Tench, and Lieutenants Fitzgerald and Brown, of the marines; Mr. Robinson, the master; together with the warrant and petty-officers, whose bravery and good conduct I shall ever hold in the highest estimation. I have hitherto been treated with great kindness and humanity, and have not a doubt but that I shall meet with the same treatment during my captivity. I am, &c.

(Signed)

"RICHARD RODNEY BLOH."

"To Philip Stephens, Esq.

*Secretary of the Admiralty.*"

At the period of her capture, the *Alexander* was returning to England from the coast of Spain, whither she had escorted a convoy, in company with the *Canada 74*, Captain Charles Powell Hamilton. The latter ship escaped through superior sailing, and her commander had the pleasure of witnessing the recapture of the *Alexander*, off l'Orient, June 23d, 1795\*. According to the French papers, two of their 74's were very much disabled, and sustained between them a loss in killed and wounded amounting to 450 officers and

---

\* See Vol. I. Part I. p. 100.

men. Rear-Admiral Neilly, it appears, had sailed from Brest purposely to intercept two valuable British convoys, then expected from the Mediterranean; and had he not been obliged to return into port with his crippled squadron, it is probable that he would also have fallen in with the *Victory*, first-rate, bearing the flag of Lord Hood, who was then returning home, unaccompanied by any other ship. On the 27th May, 1795, the gallant commander of the *Alexander* (who had been made a Rear-Admiral previous to his captivity) having got back to England, was tried by a court-martial, and, as may well be supposed, most honorably acquitted. The infamous treatment experienced by his officers and crew after they were landed at Brest, and the manner in which his first lieutenant escaped from the ferocious republicans, have been described in p. 702 of Vol. II. Part II.

The subject of this article obtained the rank of commander in May 1796; and died at Fishbourne, near Chichester, Jan. 6th, 1825, aged 72 years.

---

### GEORGE HARISON, Esq.

ENTERED the royal navy June 1st, 1781, as midshipman on board the *Royal Oak* 74, commanded by his friend, Captain H. P. Hardisoif, and employed on the North American station. He obtained his first commission in Nov 1793; served as senior lieutenant of the *Santa Margaritta* frigate, at the capture of *la Tamise*, a much larger French ship of war, in June 1796; and, for his conduct on that occasion, was immediately afterwards made a commander. The following is an extract of his captain's official letter, addressed to Vice-Admiral Kingsmill.

*“ Santa Margaritta, at sea, June 11th, 1796.*

“ Sir,—I have the honor to inform you, that on the 7th instant, being in company with H. M. S. *Unicorn*, 18 leagues west of Scilly, we discovered, at 2 A. M., three ships about a mile on our lee-beam; and, as the day opened, we perceived them to be frigates belonging to the French nation, which I communicated to Captain Williams, who immediately made sail to join me, and our signal to pass within hail, for the purpose of

giving him information of the enemies' force. The statement of their superiority encouraged him in his eager pursuit, and he said that he would attack the largest ship, desiring me to engage the next in strength. This noble example inspired every person with confidence of success, and each ship steered for her opponent; but the enemy, determining to evade an action, steered away large under a press of sail, the smallest ship, at the same time, making off to windward. At 11-30, by our superior sailing, we arrived within gun-shot of the enemy; but as they appeared to close for the mutual support of each other, and the Unicorn being some distance astern, I judged it prudent to postpone our attack till she was sufficiently advanced to occupy the attention of the French commodore. At this time they commenced a fire from their stern-chase guns. At 1 p. m., having approached them within three-quarters of a mile, we fired our bow-guns whenever a favorable opportunity presented itself, the enemy at the same time yawing to discharge their broadsides. At 2 o'clock, the Unicorn being on our weather beam, we made sail, keeping up a running fight till 4-15 p. m., when the sternmost ship, finding it impossible to escape, put her helm a-port, and endeavoured to rake us; but she was fortunately baffled in this effort, which afforded us an opportunity of placing ourselves abreast of her within pistol-shot, when a quick and well-directed fire compelled her to surrender in less than twenty minutes. She proved to be la Tamise \*, commanded by Mons. Fraden, mounting 36 guns, with a complement of 306 men."

We should here observe, that la Tamise mounted six brass 36-pounder carronades, in addition to twenty-six long 12 and ten 6-pounders. Her loss consisted of 32 persons killed and 19 wounded. The Santa-Margaritta, although measuring 337 tons more than her opponent, mounted only the same number of long guns, 12 and 6-pounders, and four 32-pounder carronades, with a complement of 237 men, two of whom were slain and three wounded. The other French ships, the largest of which was captured by the Unicorn, after a pursuit of 210 miles, were la Tribune, of 44 guns and 337 men, and la Legère, an 18-gun corvette †.

"It is with extreme pleasure," continues the captain of the Santa-Margaritta, "that I seek the present opportunity of testifying my gratitude to the officers and ship's company for their active zeal and steady unanimity at all times and in all situations, but more particularly in the capture of la Tamise, on which occasion their courage and exemplary conduct is

\* Formerly the British 32-gun frigate Thames; see p. 252.

† See Vol. I. Part I. p. 388.



worthy of the greatest praise. The readiness of Mr. Harison the first lieutenant, and his prompt execution of my orders, did essentially facilitate our success." (Signed) "T. BYAM MARTIN."

The officer thus highly praised, and whose immediate promotion to the rank of commander we have already noticed, obtained the out-pension of Greenwich Hospital in Mar. 1807; and died at Edgcombe, near Launceston, co. Cornwall, Aug. 17th, 1831.

---

### EDWARD KILLWICK, Esq.

Was made a lieutenant in 1782; and commanded the Sardinian sloop, on the Mediterranean station, in 1796. From Mar. 1798 until the peace of Amiens, he held an appointment in the Suffolk district of Sea-Fencibles. In the years 1806 and 1807, he commanded the Howe store-ship, and was successively employed at the Cape of Good Hope and in South America. In the summer of 1809, we find him appointed to the Princess, receiving ship at Liverpool; and about a year afterwards, the following paragraph appeared in the Naval Chronicle:

"On Friday and Saturday, May 11th and 12th" (1810) "a court-martial was held on board the Salvador-del-Mundo, in Hamoaze, for the trial of Lieutenant William Archbold, late of the Princess; that officer having requested that he might have a public opportunity of vindicating his character from the odium thrown upon it by Captain Killwick. The Court, after having examined Captain Killwick and many of his officers, and duly considered their evidence, agreed, that the conduct of Lieutenant Archbold had been most officer-like and correct during the whole of the time he had served in the Princess, and did therefore most fully acquit him."

In consequence, we believe, of this sentence, the Princess was immediately placed under the command of another officer, whose predecessor does not appear to have been again employed afloat. He, however, obtained the out-pension of Greenwich Hospital, in Dec. 1814. His son, Lieutenant John Arthur Killwick, R. N. had the honor of presenting an address to King George IV., from the borough of Southwold, at a levee held on the 23d Feb. 1821.

---

## JOHN DAVIES (a), Esq.

WAS first lieutenant of the *Heroine* frigate, Captain Alan Hyde Gardner \*, at the reduction of Trincomalee, and other Dutch settlements in the island of Ceylon. After the surrender of Columbo and its dependencies, he was sent to England, by the route of Suez, Alexandria, and Trieste, with a despatch, of which the following are extracts:—

“*Heroine, Columbo Road, Feb. 16th, 1796.*”

“Sir,—Having received directions from Sir George Keith Elphinstone, to take under my orders the ships of his Majesty, and those of the Honorable East India Company, named in the margin †, and to co-operate with Colonel James Stuart; commander of the land forces, in the reduction of Columbo, it is with peculiar satisfaction I announce to you the surrender of that fortress, with the remaining possessions under the Dutch authority in Ceylon, on the 15th instant. I have the honor to transmit herewith the terms on which these places have become part of H. M. dominions \* \* \* \* \*. It becomes me, and is a very pleasing part of my duty, to make known to you, for H. M.’s information, the zeal and activity which have actuated every description of officers and men employed under my orders; and I am happy to inform you, that three seamen of the *Swift*, wounded, are the only casualties of the siege. First Lieutenant Davies, of the *Heroine*, an officer of great merit, who has given me every assistance on this service which his relative situation enabled him to do, will have the honor of delivering to you this despatch; and I beg leave to recommend him to your favorable notice and protection. I have the honor to be, &c.

(Signed)

“A. H. GARDNER.”

“*To the Right Hon. Henry Dundas,*  
*&c. &c. &c.*”

After meeting with many impediments, including a detention of forty days in the lazaretto at Boco di Cattaro, Lieutenant Davies arrived in England, and was immediately promoted to the rank of commander, by commission dated Aug. 16th, 1796. He obtained the out-pension of Greenwich Hospital, on the 8th Dec. 1818; and died at Stonehouse, near Plymouth, Jan. 30th, 1830.

---

\* The late Viscount.

† Rattlesnake, Echo, and *Swift*, sloops, Captains Edward Ramage, Andrew Todd, and John Sprat Rainier; three of the H. C.’s cruisers, and two *Indiamen*.

### HENRY PROBYN, Esq.

OBTAINED his first commission in 1791, and the rank of commander in Aug. 1796; held an appointment in the Sea-Fencible service, under Captain (now Sir Charles) Tyler, at the renewal of the war with France, in 1803; and afterwards commanded, for short periods, the Blossom and Bonetta, ship-sloops.

---

### THOMAS DICKINSON (a), Esq.

COMMISSION as commander dated Dec. 5th, 1796; died in 1828.

---

### ROBERT PEARSON, Esq.

OBTAINED his first commission in 1781; the rank of commander Dec. 6th, 1796; and the out-pension of Greenwich Hospital, in Sept. 1806. He died at Bath, about Mar. 1827, after a lingering illness of more than two years.

---

### RANCEFORD TOOKEY, Esq.

WAS made a lieutenant in 1782; and promoted to the command of the Assurance 44, armed *en flûte*, on the Mediterranean station, Dec. 6th, 1796.

---

### CHRISTOPHER NEVILE, Esq.

WAS made a lieutenant in 1790; served as third of the Orion 74, Captain John Thomas Duckworth, at the great battle of June 1st, 1794; and obtained the rank of commander in Jan. 1797.

---



### JACOB JAMES, Esq.

RECEIVED his first commission in 1784; served as senior lieutenant of the *Victory*, first rate, bearing the flag of Sir John Jervis, at the battle off Cape St. Vincent, Feb. 14th, 1797; and was promoted to the rank of commander on the 7th March following.

### WILLIAM BEVIANS, Esq.

SON of lieutenant William Bevians, who commanded the *Surprise* cutter at the close of the American war, in 1783; and was drowned with his boat's crew, and a lady passenger, in returning to the *Insolente* gun-brig, after receiving orders from the *Prince de Bouillon*, in 1801.

Mr. William Bevians, *junior*, was first lieutenant of the *Irresistible* 74, Captain (now Sir George) Martin, at the battle off Cape St. Vincent, Feb. 14th, 1797; and obtained his present rank 8th March following. In 1801, he commanded the *Earl of Oxford*, hired armed ship; and in 1803, served as agent of transports, afloat. His last appointment was to the *Lyra* brig, of 10 guns, which vessel we find attached to the fleet under Lord Gambier at the memorable attack upon a French squadron in Aix Road, April 11th, 1809. On the following day, one of her boats was captured by two luggers, whilst employed in burning the enemy's ships\*. The out-pension of Greenwich Hospital was granted to Commander Bevians in April, 1823. His brother, James Montagu, is a major in the royal marines.

### JOHN LUCE, Esq.

WAS made a lieutenant in 1793, and served as first lieutenant of the *Orion* 74, Captain Sir James Saumarez, at the

\* See Vol. III. Part I. p. 273.

battle of Cape St. Vincent; on which occasion he took possession of the Spanish 3-decker *Salvador-del-Mundo*. The following is appended to a biographical memoir of Sir James Saumarez, published in 1801:—

“The mind shrinks with horror in relating the accumulated sufferings which the wounded on board that ship endured. There were no less than 52 lying on the decks with wounds that required amputation. The Spanish surgeon, after dressing the other wounded men below, came upon deck and began the butchery; after having separated the limb, he omitted to tie up the arteries. Bleeding returned as soon as the circulation was restored, and in a few minutes the victims bled to death. Such was the indignation felt by the English sailors towards the surgeon, that it required some efforts on the part of their officers, to prevent them from throwing him overboard. He was, however, stopped in his bloody career.”

Lieutenant Luce obtained the rank of commander Mar. 8th, 1797; married, in 1799, Miss Jane Scarville, of Newport, in the Isle of Wight; and died at Walworth, co. Surrey, May 8th, 1827, aged 70 years.

---

### EDWARD WILLIAMS (a), Esq.

WAS made a lieutenant in 1779; and commanded the *Advice* cutter, at the close of the American war in 1783. We next find him commanding the *Speedwell*, a vessel of the same description, in which he captured *le Braave*, French privateer, off the Isle of Wight, Aug. 22d, 1796. His promotion to the rank of commander took place in Mar. 1797. During part of the late war he held an appointment in the Sea-Fencible service; and on the 13th Aug. 1810, he obtained the out-pension of Greenwich Hospital.

---

### MATTHEW WRENCH, Esq.

OBTAINED his first commission in 1790; and distinguished himself, as lieutenant of the *Vulcan* fire-ship, Captain Charles Hare, at the destruction of the arsenal and shipping at Toulon, under the immediate direction of Sir W. Sidney Smith, Dec. 18th, 1793. He was promoted to the command of the *Lace-*

demonian sloop, on the West India station, Mar. 27th, 1797; and captured by the French, but under what circumstances we know not, in the month of May following. He died at Widcombe House, near Bath, June 7th, 1831.

---

### JOHN GASCOYNE, Esq.

BROTHER to General Gascoyne, late M. P. for Liverpool.

This officer was made a lieutenant in Nov. 1790; and served as such under Captains John M'Dougal, John Bazely, and George Wilson, in the Vestal frigate, and Alfred and Bellona, 74's; from which latter ship he was promoted, by an Admiralty commission, to the command of the Pelican 18-gun brig, Mar. 27th, 1797.

The Bellona was then employed at the Leeward Islands, from whence Commander Gascoyne proceeded to the Jamaica station, where he assisted at the capture of la Republique Triomphante, a French national vessel, of 14 guns. He shortly afterwards had a very severe attack of yellow fever, which obliged him to go to sick-quarters at Cape Nichola Mole, and ultimately, in Jan. 1798, to exchange into the Thorn, ship-sloop, then about to return to England. In the latter part of the same year, we find him escorting some vessels from Liverpool to the Orkneys; then proceeding to Cuxhaven; and there taking charge of the homeward bound trade. On his arrival at Sheerness, the Thorn was docked, found to be no longer sea-worthy, and consequently put out of commission. His next appointment was to the Sea-Fencible service, on the Kentish coast; and after the breaking up of that establishment, in 1810, he appears to have been employed in raising seamen at Limerick and Swansea, until the final cessation of hostilities, in 1815.

Commander Gascoyne married, in Oct. 1799, Charlotte, youngest daughter of the Rev. C. E. De Coetlogon, rector of Godstone, co. Surrey.

---



## WILLIAM M'GWIRE, Esq.

A son of the late Arthur M'Gwire, of Clonea Castle, co. Waterford, Esq.

This officer was born in 1766 ; and entered the royal navy, at the age of thirteen years, as midshipman on board the *Egmont* 74, in which ship he served under Captains John Carter Allen and Robert Fanshawe, on the Channel and West India stations, until the end of 1781. He had scarcely been a year at sea before he experienced a most dreadful hurricane, which spread desolation over the whole of the Carribean Islands and Jamaica ; and in which the *Egmont* was totally dismantled\*.

During the remainder of the American war, we find Mr. M'Gwire in the *Proselyte* frigate, Captain John Brown, on the Leith station ; and for three years after the termination of hostilities, in 1783, he served as midshipman and master's-mate, under Caaptain Thomas Wilson, in the *Racehorse* sloop, on the African, Halifax, and North Sea stations. He next joined the *Centurion* 50, fitting out for the flag of Rear-Admiral Philip Affleck, commander-in-chief at Jamaica, by whom he was appointed to the command of the *Advice* cutter, with an acting order as lieutenant, in 1792.

Mr. M'Gwire's first commission, appointing him to the *Helena* sloop, Captain William Charleton, on the same station, was signed in Jan. 1793. He subsequently served on board the *Vestal* 32, Captain John M'Dougal, in the North Sea ; and removed from that frigate into the *Invincible* 74, Captain the Hon. Thomas Pakenham, of which ship he was second lieutenant at the battles of May 29th and June 1st, 1794 † ; and became first, on the promotion of his senior officer, the present Sir Henry Blackwood.

In the spring of 1795, Lieutenant M'Gwire followed Captain Pakenham into the *Juste* 80, attached to the Channel

---

\* See Vol. I. pp. 68, 105, *et seq.*

† See Suppl. Part I. p. 318.

fleet ; and he appears to have continued as first of that fine ship until his advancement to the rank of commander, May 22d, 1797. During the remainder of the French revolutionary war, the whole of the gun-vessels employed in protecting the Irish coast were under his command.

Captain M'Gwire's next appointment was, on the renewal of hostilities in 1803, to the Sea-Fencible service in Ireland, between Cork Head and Youghall ; and after the breaking up of that establishment, in 1810, he superintended the impress service at Waterford, for a period of four years.

This much-neglected officer's eldest son, a fine youth, died of the yellow fever at Jamaica, whilst serving as midshipman of the Ferret sloop, commanded by his maternal uncle, the present Captain William Hobson. He has still four children surviving ; and we are informed that two of his brothers are in the church.

---

### HENRY CAREW, Esq.

WAS first lieutenant of the Repulse 64, Captain James Alms, previous to the mutiny in the North Sea fleet ; and obtained the rank of commander for his meritorious conduct on that trying occasion. The following is the substance of an official letter which he addressed to the above officer on surrendering to him the command of the Repulse, after having succeeded in escaping with her from the rebellious fleet at the Nore, to Sheerness harbour ; dated June 9th, 1797 :—

“ Sir,—It is with much satisfaction I inform you, that a plan I this day laid, in conjunction with the other lieutenants, the master, purser, marine officer, boatswain, all the gentlemen of the quarter-deck, and the loyal part of the ship's company, for the purpose of regaining the command of the Repulse, has fully succeeded.

“ I did not intend to carry this plan into effect until 11 P. M. ; but the Leopard was no sooner perceived under weigh, than our party took fire thereat, caught the moment, and carried our point : unfortunately, however, it happened to be low water ; and the ship, soon after getting under sail, took the ground, remaining immovable for nearly two hours, under a heavy fire from the Monmouth, Director, Grampus, and Ranger. I am sorry to state, that the second lieutenant, George Augustus Delanoe, lost

his leg in this business, but from the nature of such a service it will strike you with astonishment, that this was the only casualty, although the hull, sails, and rigging was very much damaged. I am, &c.

(Signed) "HENRY CAREW."

We have already intimated, that the Admiralty, from a high sense of Lieutenant Carew's officer-like conduct and spirited exertions, were pleased to grant him promotion. His advancement to the rank of commander took place June 27th, 1797, at which period he had been eighteen years a commissioned officer. He was then appointed to the Swan sloop, on the North Sea station; where, in August following, he captured the Dutch privateer Goede Verwatging, of 8 guns and 28 men.

Commander Carew's next appointment was, in 1800, to the Pheasant sloop, on the Halifax station; from whence he returned home with despatches, Aug. 22d, 1803. In the summer of the ensuing year, ill health obliged him to retire from active service; and the out-pension of Greenwich Hospital was granted to him, in Dec. 1819.

This officer married Elizabeth Maria, eldest daughter of the Rev. Thomas Fownes, of Kittery Court, co. Devon; which lady died on the 4th Aug. 1831, in her 65th year.

---

### NICHOLAS KEMPE, Esq.

ENTERED the royal navy in 1769; obtained his first commission in 1780; and served as second lieutenant of the Inflexible 64, Captain the Hon. J. Chetwynd, in the last action between Sir Edward Hughes and Mons. de Suffrein, fought off Cuddalore, June 20th, 1783\*. He was promoted to the command of the Princess 26, on the Cape of Good Hope station, July 14th, 1797; and lastly employed in the Sea-Fencible service, between Flamborough Head and the River Tees. He appears to have died in the summer of 1829.

---

\* See Vol. I. Part II. last par. of note at p. 425.



## SIR JOHN FORBES DRUMMOND, BART.

WAS the second and youngest son of Robert Forbes, of Corse, in Banffshire, N. B., by Anne, daughter of John Abernethy, of Corskie, Esq.; but he assumed the surname and arms of "Drummond," in addition to those of his own family, upon his marriage with Mary, daughter of Dr. Ogilvie, and heiress, by special settlement of her cousin, Barbara, only daughter and heiress of William Drummond, of Hawthornden, co. Mid-Lothian, Esq. He obtained a patent of baronetcy in Feb. 1828, and died at Midfield, May 23d, 1829; at which latter period he had held the rank of commander nearly thirty-two years. His only child having married Francis, eldest son of the late James Walker, of Daley, in Mid-Lothian, that gentleman has succeeded to the baronetcy, and likewise assumed the additional surname and arms of Drummond.

---

## HENRY SAMUEL BUTT, Esq.

SERVED as midshipman on board the Crown 50, bearing the broad pendant of Commodore the Hon. William Cornwallis, in the East Indies; obtained a lieutenant's commission in 1792; and was promoted to the command of the Explosion bomb, in Aug. 1797. We next find him conducting the Falcon fire-vessel into Dunkirk roads, in the night of July 7th, 1800\*; and subsequently commanding the Inspector and Raleigh sloops. The out-pension of Greenwich Hospital was granted to him May 31st, 1826.

---

## EDWARD HUTCHINSON, Esq.

WAS made a commander in Oct. 1797; and subsequently employed as an agent for transports and prisoners of war.

---

\* See Vol. II. Part I. p. 290 *et seq.*

### THOMAS HALTON, Esq.

WAS first lieutenant of one of the ships engaged at the battle of Camperdown, Oct. 11th, 1797; and obtained his present rank on the 2d Jan. 1798.

---

### JOHN MATHIAS SPREAD, Esq.

WAS made a lieutenant in 1790; and promoted to the command of the Ratler sloop, on the Jamaica station, June 21st, 1798. He there captured a French privateer of 10 guns and 42 men, in 1799; and a Spanish gun-vessel, in 1800. On the 11th June, 1802, he arrived at Portsmouth with despatches.

---

### JOHN ROBERT LEA, Esq.

WAS made a commander in Sept. 1798, and died in 1824.

---

### JOHN WHIPPLE, Esq.

COMMANDED the Leopard gun-vessel in 1796; served as first lieutenant of the Alexander 74, Captain Alex. J. Ball, at the glorious battle of the Nile; obtained the rank of commander in Oct. 1798; held an appointment in the Irish Sea-Fencible service, during part of the late war; and was granted the out-pension of Greenwich Hospital, in June 1824.

---

### JOHN JONES, Esq.

WAS made a commander in Oct. 1798, and died in 1824.

---

### WILLIAM MOORE, Esq.

WAS promoted to the command of the Transfer sloop, Dec. 24th, 1798; and subsequently appointed to the Vesuvius bomb. He died in 1830.

---

### GEORGE JONES, Esq.

SERVED as first lieutenant of the Leviathan 74, Commodore John T. Duckworth; and brought home that officer's despatches announcing the reduction of Minorca, for which he was made a commander, Dec. 24th, 1798. During part of the late war, he held a command in the Swansea district of Sea-Fencibles.

---

### HENRY COMPTON, Esq.

A native of Limerick, and son of Francis Compton, Esq., by Miss Widenham, one of whose brothers was an alderman of that city.

This officer was born in 1774, and received the naval part of his education at an academy near Deptford, conducted by Lieutenant Lane, who had accompanied the immortal Cook in one or two of his voyages round the globe. Amongst his school-fellows were the present Vice-Admiral Fleeming and the late Captain James Moutray, who was killed in a battery at the siege of Calvi.

Mr. Compton entered the service as midshipman on board the Cumberland 74, Captain (afterwards Admiral) Macbride, but first went to sea in the Actæon 44, armed *en flûte*, commanded by the present Vice-Admiral Joseph Hanwell, and employed in conveying troops to and from the West Indies. On the breaking out of the French revolutionary war, he joined the Romulus 36, Captain John Sutton, then about to sail for the Mediterranean, where he arrived in time to witness the occupation of Toulon; after which he was obliged



to come home, in *la Melpomene* prize-frigate, for the recovery of his health. We next find him serving on board the *Minotaur* 74, bearing the flag of his early patron, Vice-Admiral Macbride, and attached to the Channel fleet. He subsequently returned to the Mediterranean, in the *Blonde* 32, Captain William Pierrepont; taking with him a strong recommendation to Vice-Admiral Hotham, by whom he was received on board the *Britannia* 110, early in 1795.

On the arrival of Sir John Jervis, to assume the chief command in that important quarter, Mr. Compton was removed by him into his flag-ship, the *Victory*, where he continued until appointed a lieutenant of the *Agamemnon* 64, commanded by the heroic Nelson, in Jan. 1796. On the 25th April following, he displayed great gallantry in a successful attack upon four French vessels, lying under the batteries of Loäno, near Voltri, on the coast of Italy; and on the 31st May, he again distinguished himself at the capture of two national vessels and five transports, the latter laden with battering cannon, &c. for the siege of Mantua\*.

Shortly after the performance of this important service, Commodore Nelson, then in the *Captain* 74, to which ship Lieutenant Compton and many other of the *Agamemnon's* officers had also removed, was about to enter the harbour of Genoa, from whence he had sailed in pursuit of the enemy's convoy; but to his great surprise, when near the mole-head, he was fired upon by all the sea-batteries. The *Captain* and the other ships of Nelson's little squadron, were instantly cleared for action, and the unexpected warlike salute returned with considerable effect. In the midst of the firing, Lieutenant Compton received a message to attend the Commodore, whom he found in his cabin, deliberately writing a letter of remonstrance to the Doge, against what he considered such an unjust attack. "Be seated until my letter is ready," said the hero, "and in the mean time a boat shall be hoisted out." The despatch was soon sealed and handed to Lieutenant

---

\* See Vol. II. Part II. p. 566, and Vol. I. Part II. p. 519.

Compton, with instructions to proceed immediately on shore and deliver it. On landing, he found the city in the greatest consternation, a strong column of French troops having gained admittance, and taken possession of all the sea-defences: his boat's crew were soon seized and imprisoned, but he himself succeeded in reaching the residence of the English consul, whose house was then completely closed, with a strong guard in front of it to protect him from threatened violence. He then proceeded, in company with that gentleman, to the palace of the Doge; and on his presenting Nelson's letter, it was determined that the senate should immediately be summoned. After some time spent in deliberation, Lieutenant Compton was informed that a representation of the whole matter should be made to the English minister at Turin; and he was also given to understand, though in an indirect way, that his detention had been resolved upon. He then returned home with the consul, who immediately decided upon endeavouring to get him off in a fishing-boat, could any native be found who would undertake so dangerous a service: his first efforts proved ineffectual, but at length he succeeded in finding a man who was in the habit of going out every night the weather permitted, and who, for a large sum of money, agreed to meet his wishes; which promise he most faithfully fulfilled.

On the following morning, at day-break, not one of the squadron was to be seen, and it became a subject of deep and anxious solicitude with Lieutenant Compton, whether to return to Genoa or to proceed in an open boat to Leghorn. He resolved upon going to the latter place, where he expected to find the *Agamemnon*; but it required the exertion of all his persuasive powers to bring the boatmen into the same way of thinking. A strong N. W. gale now began to blow, and drove him considerably to the southward of his intended course; it proved, however, the most fortunate circumstance that could have happened, for on the evening of the second day after his escape from Genoa, he had the infinite satisfaction of re-joining the *Agamemnon*, off Capreja, an island belonging to the Genoese republic, and which Nel-

son was then about to take possession of, in return for his late unwelcome reception\*.

The truly glorious part borne by the officers and crew of the Captain at the memorable battle off Cape St. Vincent, Feb. 14th, 1797, on which day they boarded and carried one ship of 112 guns and another of 84, has been fully noticed in Vol. I. Part II. p. 774 *et seq.* and Vol. II. Part II. pp. 567—569.

In the month of May ensuing, Lieutenant Compton followed Sir Horatio Nelson into the *Theseus* 74; and after the unsuccessful attack on Santa Cruz, we find him returning home with his wounded chief, in the *Seahorse* frigate, Captain T. F. Fremantle. In Dec. 1797, he joined the *Vanguard* 74, fitting out for the flag of the great hero, and under which he bore a part at the memorable battle of the Nile. On the first anniversary of that glorious event, Nelson wrote to the Admiralty as follows:—

*“Foudroyant, Naples Bay, 1st Aug. 1799.*

“Too much praise cannot be given to Captain Troubridge, for his wonderful exertion in bringing about these happy events” (the expulsion of the French from Naples, Capua, and Gaieta †). “Captain Hallowell has also the greatest merit. Captain Oswald, whom I sent to England, is an officer most highly deserving promotion. I have put Lieutenant Compton, who has served with me as lieutenant since January 1796, into the command of the *Perseus*, and beg leave to recommend him as highly meriting promotion.”

In Sept. following, the *Perseus* was employed on the Roman coast, under the orders of Commodore Troubridge; and on that officer being recalled by Nelson, after obtaining possession of Civita Vecchia ‡, he addressed the following order to her commander:—

*“H. M. S. Culloden, Sept. 30th, 1799.*

“Sir,—Having received directions from the Right Hon. Lord Nelson, K. B. to leave the fulfilling the solemn engagement which I entered into with the French General commanding the troops of that nation in the Papal States to a discreet officer, and to join him myself immediately, with all the force which can be spared from this service, off the west end of

\* See Suppl. Part IV. p. 133.

† See Vol. I. Part II. p. 475 *et seq.*

‡ See Vol. II. Part. II. p. 830.



Sicily; you will therefore remain here with H. M. ship under your command, and proceed to carry the articles of capitulation entered into with the French General into effect, conducting the transports in which his troops will embark, to Toulon, whence you will immediately proceed to Palermo, and, after communicating with H. M. Ambassador at that Court, join Lord Nelson, according to the best information which you may receive there of his lordship's movements.

(Signed) "T. TROUBRIDGE."

Commander Compton was subsequently sent by Nelson to Alexandria, in Egypt; and on his return from thence he appears to have been employed in the blockade of Malta, a service for which the *Perseus* was but badly calculated, she being an old ship, and in a very crazy condition. On her passage from off Malta to Naples, with despatches, she encountered a severe gale of wind, and sustained so much damage, that Commander Compton, instead of returning to his former station, was under the necessity of proceeding to Gibraltar; where, it being found impracticable to repair the *Perseus* sufficiently for active service, he received orders from Lord Keith to return home with a number of merchant vessels and transports under his protection. After leaving the rock, he encountered a series of most violent gales, and the ship had frequently from four to five feet water in the hold: his convoy was dispersed, and he reached England in a state of great distress; but had soon the satisfaction to learn that every vessel was safe in port. The *Perseus* was then ordered round to Woolwich, and put out of commission early in 1801.

After this, Commander Compton's health became so bad, owing to the fatigues of service, that he was obliged to refrain from soliciting active employment. He married, in 1807, Miss Molloy, niece to Edward Molloy, of Oporto, Esq., and has issue four sons and one daughter. One of his brothers, William, obtained the same naval rank as himself, commanded the *Lilly* sloop, and was slain in action with a French ship of superior force, on the Halifax station, July 15th, 1804. His other brother, Francis, an officer in the 68th regiment, fell a sacrifice to the yellow fever, while serving at one of the West India islands. One of his sisters

is the widow of William Blood, Esq., who was murdered by a banditti when travelling from Limerick to Dublin; and the other is married to M. Fitzgerald, Esq. of the Irish capital.

---

### DAVID GILMOUR, Esq.

WAS born at Portsea in 1775, and had his name entered on the books of the *Atalante* sloop, Captain Thomas Marshall, in April, 1779. He first went to sea in a merchant ship, under the care of the late Captain Nathaniel Portlock, to whom, in 1785, a company of merchants, under the title of the "King George's Sound Company," had entrusted the command of an expedition intended to establish a trade in furs, between the western coast of America and China. On the 15th Nov. (a few days after the departure of the ships from St. Iago), he fell overboard from the main-rigging, and was some time in the water before he could be picked up. "Early the next morning," says Mr. Portlock, "we caught a shark, which had the greatest part of a large porpoise in his maw: this gave us fresh cause of thankfulness for the preservation of young Gilmour." The result of the speculation in which Mr. Portlock was then engaged will be seen by reference to p. 386 of Suppl. Part II.

In June, 1789, Mr. Gilmour joined the *Guardian* 44, armed *en flûte*, commanded by Lieutenant Edward Riou, and laden with stores<sup>d</sup> destined for the new settlement at Port Jackson. The following is an authentic narrative of the disaster which befel that ship, after her departure from the Cape of Good Hope;—a disaster surmounted by the most intrepid conduct, and terminated by the most miraculous preservation;—a disaster, which had the effect of raising her commander and his courageous adherents—at once—from obscurity to fame:

"On the 24th Dec. 1789, being in lat. 44° S., long. 41° 30' E., the weather extremely foggy, an island of ice was seen about three miles to the S. W. Lieutenant Riou stood towards it, in order to collect lumps of ice to supply the ship with water. This proceeding was judged highly

expedient, as the daily demand of water was prodigious, owing to the great quantity of cattle on board. As the ship approached the island, the boats were hoisted out, and several lumps collected. During this time the ship lay to; and on the supply of water being brought on board, sail was made to stand off. Very little apprehension was at this time entertained of her safety, although the monstrous size of the island had not only a great effect on the wind, but had caused a strong in-draft. On a sudden, the bow of the ship struck upon a part of the island, which projected under water considerably beyond the visible limits of it. She instantly swung round, and her stern coming on the shoal, struck repeatedly; her rudder was knocked off, and her stern-frame almost beat to pieces.

“The ship in this situation became in a degree embayed under the terrific bulk of ice; the height of which was twice that of the main-mast of a ship of the line.

“At this critical moment, Lieutenant Riou and his officers, retaining their spirit, their example and vigorous exertions led the people to their duty; but it was with difficulty they were prevailed on to overcome their first panic, and lend their assistance to trim and fill the sails. This being at last effected, and the fore-top-gallant-sail and stay-sails between the fore and main-mast being set, she began to forge off, and the same instant struck with greater force, if possible, than before, nearly a-breast of the main-chains, kept crashing for some time along the ice under her, and at last shot entirely clear of it. The weather continued very foggy, and the wind blowing strong, they soon lost sight of the ice, and began to comfort themselves with the hope that no very considerable damage had been sustained, excepting the loss of the rudder. This cheering prospect soon vanished, and a damp was suddenly thrown upon their spirits, when, at a quarter past eight o'clock, the carpenter came up from sounding the well, and reported two feet water in the hold, and that it was increasing very fast. The pumps were ordered to be rigged and got to work. The chain-pumps were at first found to be much out of order, which caused some delay. Mean time as many hands as could be spared were set to work to clear the deck of the cattle, &c. About nine o'clock all the pumps were at work. Three or four of the people were left between decks to hoist up, and heave overboard whatever they could manage. The water at this time had increased to three feet and a half, and was still gaining on the pumps. The few hands left between decks did almost more than their strength could be expected to effect: in the course of half an hour they got up and hove overboard most of the bags of flour, pease, wheat, barley, &c. received at the Cape of Good Hope, besides two hogsheads of tobacco. At ten, the water had increased to five feet. Since the first of their misfortunes, every officer and man had been employed; and it was impossible for them to hold out much longer in this laborious work. Lieutenant Riou therefore determined to divide the officers, seamen, convicts, &c. into two watches, to relieve alternately. At about half-past



ten the first division went to the pumps; and each man was ordered a dram and other refreshments, which seemed to give them fresh spirits. At midnight the water had increased to six feet, and it was then blowing a very strong gale. At day-light on the 25th, a few hands were set about filling one of the lower studding-sails with oakum, which they found some difficulty to get under the ship's bottom. By unwearied exertions at the pumps, the leak became reduced, and continued to diminish until eleven o'clock, when there was only nineteen inches. In half an hour the leak began again to gain upon them, and a second sail was fothered and got under the bottom; but the gale was so strong, attended with a heavy sea, which broke frequently over the ship, that it had little, if any effect. At four in the afternoon, Mr. Clements, the master, went down by the way of the rudder into the gun-room, and from thence into the bread and spirit-rooms, to endeavour to discover the leak; not being able to succeed, it was thought necessary to scuttle the deck close aft, which being out of the roll of the water, would enable them to get up and throw overboard some of the provisions and stores.

“ This being done, Mr. Riou, the chaplain, the purser, and two men, were employed in this business; but unfortunately in endeavouring to get up a cask, it fell back on Mr. Riou, and bruised his hand in so shocking a manner, as to disable him from giving any farther assistance. They then gave up all farther attempts to lighten the ship in this part, and again assisted at the pumps.

“ At midnight the water had increased to four feet and a half; at the same time the winch of the starboard pump breaking, it became disabled, and the water at six in the morning had increased to seven feet; the night had also been very tempestuous, and by the violence of the wind the fore and main-top-sails were blown to pieces, and the ship left entirely at the mercy of a most tremendous sea. The people began to break off from the pumps, and to secrete themselves, and could only be kept to their duty by threatening to have them thrown overboard. They were kept ignorant of the true state of the ship, until one of the carpenters stationed to sound the well, came up, and reported that the water was as high as the orlop-deck, and gaining above a foot every half hour. The officers could not possibly suppress this report; and many of the people, who were really unable to bear the fatigue any longer, immediately desponded, and gave themselves up to perish with the ship. A part of those who had any strength left, seeing that their utmost efforts to save the ship were likely to be in vain, applied to the officers for the boats, which were promised to be got in readiness for them, and the boatswain was directly ordered to put the masts, sails, and compass in each. The cooper was also set to work to fill a few quarter-casks of water out of some of the butts on deck; and provisions and other necessaries were got up from the hold.

“ Many hours previous to this, Lieutenant Riou had privately declared to his officers, that he saw the final loss of the ship was inevitable; and

could not help regretting the loss of so many brave fellows. "*As for me,*" said he, "*I have determined to remain in the ship, and shall endeavour to make my presence useful as long as there is any occasion for it.*"

"He was entreated to give up this desperate resolution, and try for safety in the boats; it was even hinted to him how highly criminal it was to persevere in such a determination; but he was not to be moved by any supplications.

"He was, notwithstanding, as active in providing for the safety of the boats, as if he had intended to take the opportunity of securing his own escape. Indeed he was throughout as calm and collected as in the happier moments of his life.

"At seven o'clock the ship had settled considerably abaft, and the water was coming in at the rudder-case in great quantities. At half-past seven, the water in the hold obliged the people to come upon deck; the ship appeared to be in a sinking state, and settling bodily down: it was therefore almost immediately agreed to have recourse to the boats. While the other officers were engaged in consultation on this melancholy business, Mr. Riou wrote the following letter to the Admiralty, which he delivered to Mr. Clements.

*"H. M. Ship Guardian, Dec. 25th, 1789.*

"If any part of the officers or crew of the Guardian should ever survive to get home, I have only to say, that their conduct after the fatal stroke against an island of ice, was admirable and wonderful in every thing that relates to their duty, considered either as private men, or in his Majesty's service. As there seems to be no possibility of my remaining many hours in this world, I beg leave to recommend to the consideration of the Admiralty a sister, who, if my conduct or services should be found deserving any memory, their favour might be shewn to, together with a widowed mother. I am, Sir, with great respect, your ever obedient servant,

(Signed) "E. RIOU."

*"To Philip Stevens, Esq."*

"He then ordered the boats to be hoisted out, in order to afford a chance of safety to as many as he could with propriety. They were fortunately all got into the water with very little damage; but the sea running so high it was with difficulty they were kept from being stove alongside. The launch being forced to drop on the quarter, to make room for the two cutters, was nearly drawn under the quarter and sunk, and at last obliged to cast adrift from the ship, with only seven or eight men on board, and without any provisions or water. A coil of rope was then handed from the quarter gallery, and passed over to Mr. Somerville, the gunner, in the jolly-boat, which hung over the stern. This boat, on being lowered down, was drawn under and sunk. As soon as the launch had again rowed a little near to the ship, one of the people in her caught hold of a rope, until the cutters brought them provisions, &c. and veered to a good dis-

tance astern. A small quantity of biscuit, and an eighteen gallon cask of water, was then let down between the main and mizen chains into the small cutter. The purser then got into the main-chains, and from thence leaped into her; Mr. Wadman and Mr. Tremlett likewise fortunately got into her. The boat was with great difficulty rowed clear of the ship, and steered for the launch.

“The agitation of mind on this melancholy occasion may be better imagined than described. Mr. Riou was walking the quarter-deck, and seemed happy the boat had got safe from alongside. The ship was drifting astern, and sinking fast in the water. Mr. Clements began to be afraid she would drive upon the launch; and called to the crew to cut the tow-rope, and row out of the ship’s wake.

“Mr. Somerville, who was looking over the ship’s stern, hearing the order, prayed them to hold fast a moment, and he would jump overboard and swim to them: he did so, and was followed by John Spearman a seaman, who were both taken on board; the boat then cut, and rowed out of the ship’s track. The launch soon got alongside of the cutter, out of which they took two bags of biscuit, and a cask of water. The Rev. Mr. Crowther, Mr. Clements, Mr. Tremlett, Mr. Wadman, and the purser, with two more of the men, got into the launch, and the cutter was ordered back to the ship for further supplies, and to receive as many of the people as could with safety be taken on board.

“The crew of the cutter could not be prevailed on to return, but rowed off to some distance, and lay-by. In her were Mr. Brady, midshipman, Mr. Fletcher, captain’s clerk, and five seamen.

“The jolly-boat had put off from the ship without either provisions, water, compass, or quadrant, and rowed towards the launch in hopes of either getting relief from her, or the crew to be taken on board; but she had already fifteen people in her, which were as many as she could with safety carry; and the quantity of provisions was very inadequate to support such a number, who had 411 leagues to traverse in a boisterous ocean, without any means of relief.

“There being a spare compass and quadrant in the launch, Mr. Clements handed them into the jolly-boat. At this time one of the convicts attempted to get into the launch, but was opposed by the crew, and pushed into the sea. This man in the struggle caught hold of Mr. Clements, who was with difficulty saved from being pulled out of the boat along with him. The people in the jolly-boat picked the unfortunate fellow up again, and then took to their oars, and rowed close up to the launch, as if determined to board her by force. To prevent, therefore, any scuffle, it was agreed immediately to make sail, and they took their final departure from this scene of misery and distress at about nine o’clock. The ship at this time appeared sunk down to her upper-deck ports. The large cutter and jolly-boat made sail after the launch; the latter almost instantly filled and went down. The other cutter remained hanging on at some distance from the ship.



At half-past eleven they lost sight of the ship and boats, and shaped their course as much to the northward as the wind, then at N. W. would permit.

“Dec. 26th.—Strong gales, squally and cloudy weather, with remarkable high seas. We were this night very much benumbed and chilled with cold, and could get no sleep. In the morning the weather became more moderate. At four o'clock shifted the fore-mast to its proper place, stepped the main-mast, and set the fore and main-sails; at eight the people were employed to make a main-top-sail out of some sheets, and a yard out of one of the boat's thwarts; the handle of a broken oar was converted into a top-mast; a small tobacco canister was cut up to make a measure for the distribution of water, rather less than a gill, two of which it was agreed to allow each man a day.

“Dec. 27th.—First part moderate breezes and cloudy weather. At one P. M., having boiled all our poultry, and cut up a goose, which was but small, into fifteen equal parts, one of the men forward was then blindfolded, and directed to call each person by name, and another was appointed to serve out the morsel by lots. Notwithstanding we had now fasted above thirty hours, all were perfectly satisfied with the slender allowance; and some had so little appetite, that they reserved a part of it for a future occasion. But the very scanty measure of water received afterwards, by no means allayed the universal craving for drink, evidently occasioned by the excessive heat and feverish state of our bodies. We did not dare, however, to take one drop more than the prescribed allowance: we therefore, through necessity, became philosophers, and submitted with becoming resolution to the exigencies of the moment. At seven we received our second measure of water, which being succeeded by the coldness of the night, administered greatly to our relief. At midnight it blew a fresh gale, with dark, cloudy, and remarkably cold weather. The launch was at this time brought under her main-sail only, and the weather continuing much the same, no alteration was made throughout the day.

“Dec. 28th.—The first part fresh gales and cloudy weather, middle more moderate. About noon we had one of the fowls cut up, and divided amongst us, as on the preceding day, and then received our gill of water. The heat and fever of our bodies increased, and our lips began to break out in watery and ulcerous blisters. This day one of the crew being afraid of famishing, requested his whole quantity of water for the day at one serving, which Mr. Clements opposed: he therefore had recourse to salt water, of which he drank freely. At five in the morning got the top-mast up, and set the sail; at ten, fresh gales; lowered and took in the top-sail. In these seas are vast numbers of sea-fowl flying about; and had we been fortunate enough to have had a fowling-piece, we could not have been much at a loss for provisions: powder and shot we had in store, and two brace of pistols, but we were unable to do any execution with them.

“Dec. 29th.—This day cut up and delivered our last fowl, and shared our water as before. At day-break, strong gales, with flying showers of rain,

rom which we endeavoured to benefit as much as possible, by facing the weather with our mouths open, and handkerchiefs spread out; but the drifting moisture was so thin and light, that we were barely able to catch sufficient to wet our lips. This morning we received a small thimble full of rum each, which was occasionally allowed.

“ Dec. 30th.—We were this day reduced to a very low ebb indeed, and could not eat the smallest crumb, till supplied with an additional measure of water to moisten our lips, which were almost held together by a tough viscid phlegm, that could not be expectorated but with the greatest difficulty. On this occasion we dipped our bit of biscuit in the water, and afterwards supped a little of it with each mouthful, to force it down. The butter, cheese, and hams, were left free for the use of every one; for they were found to occasion greater thirst, and therefore remained almost untouched. Several of the crew had again recourse to the salt water, which appeared not to have any bad effects.

“ Dec. 31st.—We again suffered greatly this day, from the burning heat of the sun, and the parched state of our bodies, and were allowed an additional measure of water, with a larger portion of rum than usual; in which we soaked our bit of biscuit, and made our meal of it. About four in the afternoon the clouds began to shew for rain, and we made preparations accordingly; but were so unfortunate as to see it fall in heavy showers all around us, and had barely as much over the boat as would wet our handkerchiefs.

“ The people this day appeared to be in a more hopeless state than ever, and discovered signs of disrespect to their officers; which was, however, happily checked in time by the spirited conduct of the gunner, who chastised the leader in the face of the whole crew, and restored discipline. Many of the people this day drank their own urine, and others tried the salt water. The weather was this day more warm and sultry than at any time since our misfortune.

“ Jan. 1st, 1790.—We dined this day as on the preceding, and in general appeared in better spirits, which we considered on account of its being the first day of the new year, a happy presage of our safety.

“ Jan. 2d.—Clear weather till about four in the afternoon, when it became overcast, and blew a fresh gale: we had before this dined on our usual fare of biscuit and water, with half a measure of rum, and were all in tolerable spirits; but the gale increasing during the night, and the sea running immensely high, brought us again into great danger, which, with the disappointment of not seeing land in the morning, as expected, reduced us to our former miserable state of despondency. At eight in the evening the fore-sail was shifted to the main-mast, and the boat sailed under it reefed till about six in the morning, when the mizen was set on the fore-mast to give her greater steerage way. At noon the latitude was observed  $33^{\circ} 19'$  and supposed longitude east of Greenwich  $34^{\circ} 15'$ .

“ Jan. 3d.—About seven in the evening the clouds put on the appearance

of very heavy rain; but unfortunately broke over in a most dreadful storm of thunder and lightning, attended with gusts of wind, and very little rain, succeeded by a violent gale of several hours from the S. W. in which we were near perishing. On this occasion the master and the gunner succeeded each other at the helm, and by their experience and judgment in the management of the boat, we were this night enabled to traverse in safety an ocean of such fierce and tremendous seas, in different directions, as we could scarcely allow ourselves the hope of escaping.

“At day-break the gunner, who was then at the helm, discovered a ship at a little distance from us, under her bare poles. Our joy at this sight was great beyond expression; and, anxious to secure so favorable an occasion, we immediately made more sail, and between five and six o'clock passed close under her stern, and informed her people of our distresses. We then veered about, and put alongside her on the other tack.

“The people on board her crowded immediately to our assistance, and received us in the most friendly manner. As soon as we were alongside, several of them jumped in, and assisted in keeping the boat from being stove.

“This ship was named the *Viscountess de Bretagne*, a French merchantman, *Martin Doree*, master, with part of *Walsh's*, or 95th regiment, from the Isle of France, to touch at the Cape of Good Hope for a supply of water and provisions, on her way to Europe. The officers of this corps were unbounded in their friendship and attention towards us, affording us every possible comfort, and even giving up their beds for our use.

“Jan. 18th.—At noon anchored in Table Bay, Cape of Good Hope.”

“We will now proceed to relate the perilous situation of the *Guardian*, left at the mercy of Providence in a most boisterous ocean, with little prospect but by his Almighty assistance, of ever again seeing, much less reaching a port. Lieutenant *Riou*, with that manly firmness and perseverance which will ever reflect the highest honor on him as a man and an officer, was indefatigable in his efforts to preserve the ship, and by his noble example encouraged the remaining crew to use every exertion in their power to this effect. He had not only to struggle against the boisterous element in which this melancholy accident had happened, but also to discover means by which he could divert the minds of a desponding crew, worn down with fatigue, and despairing of ever being relieved from their miserable situation. A still greater difficulty with which he had to contend, was the discontent frequently manifested by his people; and which was only prevented



from breaking out into an open violation of his orders, by the firm and resolute conduct he displayed, and the strict discipline he maintained, even in the midst of the almost insurmountable difficulties and dangers with which he was surrounded. The people at one time had carried their disobedience so far, as to threaten his life; and had absolutely completed a raft made of the booms, on which they were determined to take their chance, rather than remain any longer on board the ship: fortunately, however, at the instant it was about to be launched, a favorable breeze sprung up, when, with a presence of mind possessed by few men, Lieutenant Riou, by his remonstrances, prevailed on them to give up a plan which must inevitably have plunged them into certain destruction. The *Guardian* continued driving about, chiefly at the mercy of the wind and sea; though at times, in moderate weather, Lieutenant Riou was enabled to keep her head the course he wished to steer; and sometimes she was forced through the water at the rate of four knots an hour. At length on the 21st of February, 1790, to their inexpressible joy, land was discovered; and by the assistance of two whale boats, which were sent out from a British ship lying in Table Bay, the *Guardian* was towed into safe anchorage, by which this excellent officer and his companions were preserved from utter destruction\*.

“On the 22d, a Dutch packet being about to sail for Europe, Mr. Riou sent by her the following letter:—

“*Table Bay, Feb. 22d, 1790.*

“Sir,—I hope this letter will reach you before any account can be given of the loss of H. M. ship *Guardian*: if it should, I am to beg you will make known to their Lordships, that on the 23d of December the ship struck on an island of ice; and that on the 25th, all hope of her safety being banished, I consented to as many of the officers and people taking to

---

\* “It has been said that the *Guardian* fell in with a ship at sea, which had given her assistance into the Cape: this, I was assured by my late worthy friend, was not the case: what has been related concerning the fate of the *Guardian*, after the boats left her, I had from himself soon after his arrival at the Cape.”—(*Schomberg.*)

the boats as thought proper. But it has pleased Almighty God to assist my endeavours, with the remaining part of the crew, to arrive with his Majesty's ship in this bay yesterday. A Dutch packet is now under sail for Europe, which prevents me from giving any further particulars; especially as at this instant I find it more necessary than ever to exert myself, to preserve the ship from sinking at her anchors. I am, Sir, most respectfully, ever your obedient servant,

(Signed) "E. RIOU."

"After this Lieutenant Riou was in hopes he should be able to get the ship round to Saldanha Bay, where he might have a chance to repair and put her in such a condition, as to return to Europe; but notwithstanding his unceasing exertions to gain this point, he was baffled in the attempt; as she continued to make so much water, that he was at length obliged to run her on the beach in Table Bay."

The persons saved in the Guardian were, besides Lieutenant Riou, the Hon. Thomas Pitt (afterwards Lord Camelford), and Messrs. John Gore and David Gilmour, midshipmen; John Williams, boatswain; Murray Sampson, carpenter; John Fairclough, surgeon's-mate; thirty seamen and boys, twenty-one convicts, three of their superintendants, and one female. This singular preservation was attributed, under Divine Providence, to the casks in the hold pressing against the lower-deck, the hatches of which were excessively strong, and caulked down. She was completely stove in under the counter, and had a very large hole in her bows, by which the ballast washed out and rendered her more buoyant. On her arrival at the Cape she was nothing more than a floating raft.

"The good and gallant Riou," as he was emphatically styled by our greatest naval hero, subsequently commanded the *Rose*, *Beaulieu*, and *Amazon* frigates; in the latter of which ships he was killed at the battle of Copenhagen, April 2d, 1801. There is a monument to his memory in the cathedral church of St. Paul's.

Mr. David Gilmour next joined the *Druid* frigate, Captain Joseph Ellison, on the Channel station; and served under that respectable officer from Oct. 1790 until May, 1791; at which latter period he was removed into the *Assistance*, a

vessel of 110 tons, fitting out as a tender to "Bounty Bligh," who was then about to return to Otaheite, for the purpose of conveying bread-fruit from thence to the West Indies \*. On this occasion, 12,000 of those trees were taken on board at Otaheite, and 3000 landed in good condition at St. Vincent's and Jamaica.

Shortly after his return home, Mr. Gilmour was promoted to the rank of lieutenant, by commission dated Feb. 29th, 1794; between which period and Sept. 1799, he successively served in the Pomona frigate (latterly called Amphitrite), Cumberland 74, and Arrow sloop, on the Mediterranean, Channel, and North Sea stations: the officers he served under in those ships were Captains Henry D'Esterre Darby, Lord Augustus Fitzroy, the Hon. Charles Herbert, Bartholomew S. Rowley, Robert Montagu, and Nathaniel Portlock. His promotion to the rank of commander was the result of an action thus officially described:—

*"H. M. S. Arrow, Sept. 20th, 1799.*

"Sir,—I have the honor to state to you, that in obedience to your orders of the 9th instant, I immediately got under weigh, accompanied by the Wolverine, and proceeded on the service you did me the particular honor to entrust to my care.

"On the evening of that day, the tide of flood being done, we anchored abreast of the Texel; and on the afternoon of the following day we anchored on the edge of the Flack or Flat, abreast of Wieringen. At this anchorage I found it necessary to lighten the ship, which was very speedily done, bringing her from twelve feet eight inches to twelve feet; and on the day following we turned over the Flack, carrying shoal water from one side to the other. On the morning of the 12th instant we weighed again, and proceeded on for the Vlie Island, on approaching which, we saw a ship and brig at anchor in the narrow passage leading from it towards Harlingen: it was soon perceived that they were vessels of force, and bearing the Batavian republican colours. We approached, the British and ancient Dutch colours flying together, until within half gun-shot of the brig, she being the nearest to us, without either of them changing their colours: the Dutch ensigns were then hauled down, and I made the signal to engage the enemy as coming up with them, meaning the Wolverine to engage the brig and to pass on to the ship myself.

---

\* See Suppl. Part II. p. 38



“Captain Bolton anchored his ship in the most masterly and gallant manner, and just in the position I could have wished, which was on his weather-quarter, at a quarter of a cable distance, and so as to have enabled me, had it been necessary, to give the enemy a broadside in passing, without annoying the *Wolverene*; and after heaving on his spring until his broadside bore on the brig, fired one shot just to try his disposition, upon which the enemy fired three guns to leeward, and hauled down his colours.

“I made the signal for the *Wolverene* to take charge of the prize, and desired the officer sent on board to send her pilot to conduct the *Arrow* to the ship (my Dutch pilots having declined the charge), and requested of Captain Bolton to follow me to the Jetting Passage, where the ship lay, and then pushed on towards her. We had to turn to windward towards the enemy against a strong lee-tide, which retarded our progress much; she lay with springs on her cables, and her broadside opposed directly to our approach, and for twenty minutes before we could bring a gun to bear with effect on her, annoyed us very much, and cut us up a good deal in the hull, sails, and rigging; but after bringing the ship up by the stern and head in a very narrow passage at about a quarter of a cable from him, the contest became smart, but was short; for she struck in about fifteen minutes after we commenced our fire upon her, and just before the *Wolverene* (which was pressing on in the most gallant manner to my aid) came up. I sent my first lieutenant to take possession of her, and found her to be the Batavian guard-ship *De Draak*, commanded by Captain-Lieutenant Van Esch, mounting 24 guns, sixteen of them long Dutch 18-pounders, two long English 32-pounders, six 50-pound howitzers, and 180 men. From the howitzers I rather suppose langridge was fired, as several pieces of iron were picked up in the ship after the action was over. Our loss in killed and wounded (considering the length of time we had to advance on her under every disadvantage, such as being exposed to her raking fire for about twenty minutes, working the ship in a very narrow navigation, shortening sail, and anchoring) is very small, having only to lament at present the death of one brave man. There are nine wounded, some of them badly, and myself slightly in the left knee.

“The loss of the enemy I have not as yet been able to ascertain; but two dead and three badly wounded were found on board her, and from the appearance of great quantities of blood, &c. covered with taupaulins, which Captain Bolton discovered, I am led to think it has been very considerable: indeed some of them confess that a number of men were put into a boat and sent to Harlingen immediately upon the ship striking; and from the number they at present muster not agreeing with the establishment, I am induced to believe that was the case.

“On my going on board the *Draak* I found that she had been built for a sheerhulk, and converted into a guard-ship; she being extremely old, her masts and rigging very much cut, and the vessel altogether unfit for his Majesty's

service, determined me to destroy her. I therefore directed Captain Bolton to perform that duty, which he did effectually, by burning her. This service performed, we weighed and proceeded towards the Vlie Island, at which place we anchored on the 15th instant. I immediately sent Captain Bolton to take possession of the Batavian ship *Dolphin*, riding at anchor close to the town. She had on our anchoring hoisted the Orange colours, and the same step was taken on the island. A person came off from the municipality, who consented to surrender the island to the Government of the Prince of Orange; and I have the honor to request you will be pleased to direct some persons to be sent as soon as convenient to take upon themselves the arrangement and management of civil affairs there.

“The island of Scheling has not yet adopted the same step; I shall therefore, if it meets your approbation, take the necessary measures to induce them to do it.

“To the captains and officers I have given paroles, which measure I hope will meet your wishes. The prisoners from the ship and brig, amounting to about two hundred and thirty, I have put on board the *Dolphin*, until I know your pleasure respecting them; I think they will mostly volunteer for the Prince's service; the command of the *Dolphin* I have given (until your pleasure is known) to Lieutenant M'Dougal of the *Wolverene*: this officer, from his zeal at all times, from Captain Bolton's report, but particularly so on the service we were at present employed, I think, Sir, will merit your protection. And now, Sir, permit me to have the honor of expressing to you the sentiments of gratitude I feel at the conduct of all those employed under me in this little expedition; each individual has behaved well. To Captain Bolton, his officers, and ship's company, I am particularly indebted for the gallant manner in which he pushed his ship on, in attempting our assistance; indeed I cannot but acknowledge the greatest obligations to Captain Bolton for his counsel at all times.

“To the officers of every description, seamen, and marines of the *Arrow*, I cannot sufficiently express my approbation of their cool and determined bravery; they acquitted themselves as Britons. To Mr. Gilmour, my first lieutenant, the greatest praise is due, for the prompt manner in which he caused my orders to be executed in bringing the ship to an anchor under a heavy fire from the enemy; I therefore take the liberty of recommending this zealous good officer to your protection; he is an old follower of mine, has been two voyages round the world with me, and was one of the three young midshipmen that remained with Lieutenant Riou during the distress of his Majesty's ship *Guardian*; I therefore hope my Lords Commissioners of the Admiralty will deem him worthy of promotion. I have given him the temporary command of the Batavian republican brig *Gier*, and shall send her round to the *Texel* as soon as possible. She mounts fourteen long Dutch 12-pounders, with a comple-

ment of eighty men. She is a most complete vessel, quite new, copper-bottomed, well found, and never yet at sea, and in every respect fit for his Majesty's service, only wanting men. I mean to take four of her guns out, for the purpose of arming four schuyts to act hereabouts, either on the defensive or offensive. I have the honor to be, &c.

(Signed) "N. PORTLOCK."

*"Statement of the British and Dutch force.*

"BRITISH.—40 guns and 180 men. DUTCH.—54 guns and 380 men.  
"To Vice-Admiral Mitchell."

Lieutenant Gilmour's promotion took place, Sept. 28th, 1799; and he subsequently commanded the *Hermes*, of 18 guns, and *Traveller* 14, on the North Sea station. He married, in June 1816, Eliza, daughter of the late Mr. Edward Dean, surgeon, of Stoke, near Gosport, co. Hants; and died on the 17th Sept. 1829.

---

### JOHN THICKNESSE, Esq.

SON of the late Captain Philip Thicknesse, formerly Lieutenant-Governor of Landguard Fort, grandfather of the present Lord Audley, and author of several well-known literary productions, by his third wife, the only child of Mr. Ford, Clerk of the Arraignment, and niece to Gilbert Ford, Esq., Attorney-General for the island of Jamaica.

This officer was made a lieutenant in 1795; and taken prisoner, while commanding the *Charlotte* schooner, off St. Domingo, in Nov. 1799. He obtained his present rank on the 29th Jan. 1800; and was subsequently appointed to the command of the *Pelican* sloop. On the 9th Nov. in the same year, that vessel was driven on the rocks in St. Aubyn's Bay, Jersey, during a tremendous gale, which proved fatal to her consort, the *Havick* 18, Captain Philip Bartholomew; but providentially, the officers and crews of both vessels, together with those of the *Lion* armed cutter, similarly situated, were enabled to escape, after nearly six hours exposure to a sea running mountains high, and which made so clear a breach over them that they expected every moment would be their last. On the 14th Oct. 1806, Commander Thicknesse,



then in the *Sheldrake*, a new 16-gun brig, addressed an official letter to the commander-in-chief on the Guernsey station, of which the following is a copy:—

“ Sir,—I have the honor to inform you, for the information of the Lords Commissioners of the Admiralty, that *H. M. S. Constance*, in company with the *Sheldrake*, *Strenuous* (gun-brig), and *Britannia* (hired cutter), weighed on the 12th instant, at 6 A. M., from the anchorage at *Chausey*, with the tide of ebb, and a light breeze at S. E.: on standing in to reconnoitre *St. Maloes*, a sail was discovered off *Cape Fréhel*, to which the squadron gave chase, employing their sweeps nearly the whole way; it was soon discovered, by her manœuvres, that the chase was an enemy, who about noon succeeded in getting into *Bouche d’Herqui*, hauling close in with the rocks, carrying out bow and quarter springs, and otherwise preparing for an obstinate defence, covered by a battery on the hill, as well as field-pieces and musketry, brought down for that purpose; in this state they waited to receive us. Their determined appearance only increased the ardour of the brave *Captain Burrowes*, who, I am sorry to add, fell by a grape-shot in the heat of the action. The *Sheldrake*, by superior sailing, had the good fortune to lead into action, followed by the *Strenuous*, the squadron being anchored within pistol-shot of the enemy, with springs on their cables: at 2 P. M., a most spirited fire commenced on both sides, which was supported with great gallantry and obstinacy on the part of the enemy’s ship till 4 P. M., when it pleased God to give us the victory! I sent my first lieutenant to take possession of her, and the British colours were immediately hoisted. She proved to be the *Salamandre*, French frigate-built ship, mounting 26 long guns, manned, by their own account, with 150 men, and commanded by a lieutenant de vaisseau (*Mons. Salomon*), who was killed in the action: she was from *St. Maloes* bound to *Brest*, and laden with ship-timber.

“ *H. M. S. Constance* having taken the ground, and the prize being also aground, every exertion was used to get both ships off; but, I am sorry to add, without success; the fire of the cannon and musketry from the shore becoming now so galling and tremendous, that the people could not show themselves on deck. The *Constance* having had both cables cut during the action, and the warps, which had been run out to heave her off, being shot away at the moment of her floating, she drifted with the wind further on the rocks, which obliged the officers and crew to abandon her. Observing, however, that as the tide rose she began to float, I was induced, great as the risk was, to make another attempt to save her, which also proved unsuccessful, those employed on this service being either killed or made prisoners. Night now closing on us, it became necessary to consult the safety of the *Sheldrake* and *Strenuous*, the latter with her fore-top-mast shot away. At break of day, on the 13th, I stood in to see if any thing further could be done, and was happy to observe the *Constance* high and

dry on the rocks under the battery, and lying keel up, a perfect wreck \* ; the prize, which had not drifted so far in, I succeeded in totally destroying by fire, at low water : I have saved about 100 of the officers and crew of the *Constance*, and of those missing I hope most are made prisoners, though I fear some may have fallen in the second attempt to recover H. M. ship.

“ The lamented death of my respected friend, Captain Burrowes, leaves me the duty of bearing testimony to the determined courage, coolness, and ardour displayed by every officer and man in the squadron. I must particularly mention the assistance I received from my first lieutenant, Richard Kevern, a most meritorious old officer, whom I presume to recommend to their Lordships’ favorable notice †. I must also bear testimony to the zeal and bravery of Lieutenant John Nugent, commanding the *Strenuous* gun-brig, who on this, as well as on former occasions, has shown himself a gallant and zealous officer. Mr. William Lawrence, my second lieutenant, to whom I committed the service of destroying the prize, performed it very much to his own credit and my satisfaction. I am sorry to state that Mr. Henry Frazer, master of the *Sheldrake*, who volunteered in the most gallant manner to accompany Mr. Richards, first lieutenant of the *Constance*, in the second attempt to save that ship, is amongst the missing. I herewith have the honor to enclose as correct a list of the killed and wounded as I have been able to obtain ; also a list of prisoners saved from the prize.

(Signed) “ JOHN THICKNESSE.”

“ To Rear-Admiral Sir James Saumarez, Bart. K. B.

&c. &c. &c.”

*Constance*, of 22 guns,—Captain Alexander Saunderson Burrowes and twelve seamen and marines killed ; Mr. Daniel Mc’Cawley, boatswain, and one man badly wounded ; Lieutenant George Spencer Richards and nine men slightly wounded.

*Sheldrake*, of 16 guns,—One man killed, two wounded.

*Strenuous*, of 14 guns,—Mr. Robert Bond, midshipman, and four men wounded, only one of the latter severely.

*Taken out of the Salamandre*,—nine wounded men, two of whom were in a dying state. Commander Thicknesse adds, in a postscript, as follows :

“ Lieutenant Lawrence saw about thirty killed lying on the *Salamandre*’s decks, and I conceive the slaughter on board her must have been very great. Numbers of her crew escaped in boats, and by swimming to the shore, on her striking.”

\* She was soon afterwards got into St. Maloes, and there repaired for sea.

† He was superannuated, with the rank of commander, Dec. 3d, 1827.

On the 19th Feb. 1809, Commander Thicknesse captured a French ship laden with wheat, and was conducting her to Guernsey when she suddenly went down head foremost, and all on board, except one man, perished. The persons lost on this occasion were Mr. William Hubbard, master of the *Sheldrake*; a midshipman, name unknown; nine British, and two French seamen.

Commander Thicknesse married, in 1806, the daughter of Angus Fraser, Esq. of the royal invalids, quartered in Plymouth citadel.

---

### JOHN HENRY MARTIN, Esq.

Was promoted to the command of the *Xenophon* armed ship, on the North Sea station, Feb. 17th, 1802; and removed to the *Explosion* bomb, in Jan. 1801. The latter vessel was attached to Nelson's division at the battle of Copenhagen. Commander Martin died in 1823.

---

### JAMES NASMYTH MARSHALL, Esq.

Was made a lieutenant in Nov. 1790; promoted to the command of *la Renommée* 44, armed *en flûte*, Mar. 18th, 1800; subsequently appointed to the *Lynx* sloop; and granted the out-pension of Greenwich Hospital, Oct. 14th, 1824. He died in 1830, after a long protracted illness.

---

### ROBERT WILLIAMS, Esq.

A SON of the late Lieutenant Richard Williams, R. N. and brother to the late Lieutenant-General Richard Williams, colonel-commandant of the Portsmouth division of royal marines, from April 1814 until July 1821.

This officer was born at Devonport, Feb 10th, 1764; and entered the navy as a youngster on board the *Bienfaisant* 64, Captain (afterwards Admiral) John Macbride, in 1774. He subsequently joined the *Torbay* 74, Captain the Hon. Henry



St. John ; and completed his time as midshipman under Captain John Elphinstone, in the *Magnificent 74*, on the West India station. The latter ship sustained a loss of eight men killed and eleven wounded, in the action between Vice-Admiral Byron and Count D'Estaing, off Grenada, July 6th, 1779; and had six slain and thirty-three wounded, in the skirmishes between Sir George B. Rodney and Count De Guichen, off Martinique, April 17th and May 19th, 1780.

In August following, Mr. Williams was appointed acting third lieutenant of the *Bristol 50*, Captain Toby Caulfield, which ship was soon afterwards totally dismasted, in the dreadful hurricane of which mention has been made at p. 68 of Vol. I. Part I. His first commission bears date Feb. 5th, 1781, from which period until the cessation of hostilities, in 1783, he successively served under Captains John Moutray, Sir John Hamilton, S. Cox, and the Hon. Peregrine Bertie; in the *Ramilies* and *Hector* third-rates, *Bustler* sloop, and *Fortitude 74*. During the Spanish armament, in 1790, he was appointed second lieutenant of the *Andromeda 32*, Captain John Salisbury; and on that ship being paid off, towards the end of 1793, we find him becoming first of the *Belliqueux 64*, Captain James Brine. In June 1794, he assisted at the capture of Port-au-Prince, in the island of St. Domingo, on which occasion nearly fourteen thousand tons of shipping, together with an immense quantity of colonial produce, fell into the hands of the British\*. From May 1796 until May 1800, he was senior lieutenant of the *Glatton 56*, Captain (now Sir Henry) Trollope, whom he most ably and gallantly supported in the celebrated action between that ship and a powerful French squadron, off Dunkirk, July 15th in the former year; also at the commencement of the general mutiny in 1797. For his highly meritorious conduct on the latter occasion, he received the especial thanks of the merchants and ship-owners of London, and was presented by their managing committee with a sword value one hundred guineas: his promotion to the rank of commander, however, did not take place before May 5th,

---

\* See Vol. I. Part II. note † at p. 805 *et seq.*

1800. He was then appointed to the Selby sloop, and subsequently to the Osborne hired armed ship, both on the North Sea station; where he likewise commanded the Alert sloop, from Aug. 1805 until Mar 1809, when he appears to have been superseded at his own particular request.

Commander Williams married, in 1815, the only daughter of the late W. Whitmore, of Dudmaston Hall, in Shropshire, Esq., and sister to the M. P. for Bridgenorth. He died at Kempsey, near Worcester, Mar. 7th, 1831.

---

### JOHN CHILD, Esq.

SON, we believe, of the late Admiral Smith Child \*. He was made a lieutenant in 1790; promoted to the command of the Merlin sloop, on the Jamaica station, Sept. 15th, 1800; and employed, during part of the late war, in the Irish Sea-Fencible service.

---

### JOHN HENRY CARTIER, Esq.

WAS made a lieutenant in 1797, and a commander in Feb. 1801. At the commencement of the late war, he commanded the Broderschap 22, stationed as a guard-ship at the buoy of the Knob, to assist in defending the entrances of the Thames and Medway. He died at Bethnal Green, near London, Nov. 19th, 1825.

---

### DAVID MUDIE, Esq.

WAS made a lieutenant in 1782; and employed in raising seamen at Dundee, on the breaking out of the French revolutionary war. He served as first lieutenant at the battle of Copenhagen; obtained the rank of commander in April 1801; and died on the 3d April 1831, aged 76 years.

---

\* See Suppl. Part I. note || at p. 5.

### WILLIAM MORCE, Esq.

SERVED as first lieutenant of the *Ganges* 74, Captain T. F. Fremantle, at the battle of Copenhagen; obtained the rank of commander, April 27th, 1801; commanded the *Amsterdam* 32, armed *en flûte*, at Cork, in 1809 and 1810; and died in 1823.

---

### JOSHUA JOHNSON, Esq.

Served as midshipman on board the *Concorde* frigate, Captain Sir Richard J. Strachan; obtained his first commission in 1793; and lost an arm at the battle of Copenhagen, which circumstance was thus noticed by Lord Nelson, in a letter to the Earl of St. Vincent, May 8th, 1801:

“At the commencement of the action, Johnson was second lieutenant of the *Edgar* 74; but the first being very soon killed, he acted as such until his left arm was shot off. He refused the idea of being sent to England, and hoped that Captain Murray would be content with the first lieutenant's duty being done by a one-armed officer. He is now perfectly recovered, and doing his duty as first lieutenant: all his conduct has been so highly creditable, that I should be unjust not to recommend him to your lordship's protection.”

And in a private letter, the hero, again speaking of him, says, “He is an excellent officer and a good man. In nine days from the loss of his arm he returned to his duty as first lieutenant.”

Mr. Johnson's promotion to the rank of commander took place April 27th, 1801; and a pension for the loss of his limb was granted to him on the 19th Oct. following. He died in 1830.

---

### ANDREW THOMSON, Esq.

WAS second lieutenant of the *Irresistible* 74, Captain George Martin, at the battle off Cape St. Vincent, Feb. 14th, 1797, on which occasion he appears to have been wounded; first of the *Foudroyant* 80, Captain Sir Edward Berry, at the



capture of le *Généreux* French 74, Feb. 10th, 1800; and acting commander of the *Strombolo* bomb, at the surrender of Malta, Sept. 5th following. His appointment to that vessel was confirmed by the Admiralty, Oct. 17th, 1801; and he brought her home from the Mediterranean in June, 1802. This officer died in 1828.

---

### THOMAS HILL, Esq.

WAS promoted to the command of the *Voltigeur* sloop, Jan. 15th, 1802; and subsequently employed in the Sea-Fencible service.

---

### JAMES IRWIN, Esq.

WAS a midshipman on board the *Royal George*, first rate, bearing the flag of Rear-Admiral *Kempenfelt*, when that ship unfortunately sunk at *Spithead*, in Aug. 1782. We next find him serving as first lieutenant of the *Ville de Paris* 110, and obtaining promotion, on the hauling down of Admiral *Cornwallis's* flag, in April 1802. He subsequently served as agent of transports, and received the thanks of Rear-Admiral *George Murray*, for his services before *Buenos Ayres*. In 1808, he commissioned the *Rinaldo*, a new 10-gun brig, fitting out for the *Downs* station. This officer died in 1825.

---

### WILLIAM RICHAN, Esq.

WAS made a lieutenant in 1781; advanced to the rank of commander, April 29th, 1802; and subsequently appointed to the *Norfolk* armed ship, on the *Leith* station; where he captured *l'Adolphe* French privateer, of 14 guns and 39 men, Jan. 26th, 1807. He died in 1829.

---

### ARTHUR GRUMBY, Esq.

WAS made a lieutenant in 1781; promoted to his present rank in April, 1802; and subsequently employed in the Sea-Fencible service.

---

**JOHN MANLEY, Esq.**

OBTAINED a lieutenant's commission in 1782, and his present rank in April, 1802.

---

**PHILIP LAMB, Esq.**

WAS a midshipman on board the Royal George when she sunk at Spithead, in 1782; and appears to have been promoted soon after that disaster. He commanded the Kite cutter during the Russian armament, and at the commencement of the French revolutionary war; and obtained his present rank in April, 1802.

---

**JOHN RICHARDSON, Esq.**

WAS made a lieutenant in 1790, and commander on the 29th April, 1802.

---

**THOMAS LYNE, Esq.**

OBTAINED his first commission in 1791, and was senior lieutenant of the Argo 44, Captain (now Rear Admiral) James Bowen, at the reduction of Minorca, in Nov. 1798; and at the capture of the Spanish frigate Santa Teresa, off Majorca, in the night of Feb. 8th, 1799. The following is an extract of the official letter written by his captain on the latter occasion:—

“My first lieutenant, Mr. Thomas Lyne, has much merit in keeping sight, and observing the different shifts, of the enemy, by which great advantage was gained by the Argo during the chase. Much commendation is due to his professional skill and great exertions after taking possession of the prize, in saving her tottering mast from tumbling overboard.”

This officer was made a commander on the 29th April, 1802.

---

### PHILIP LYNE, Esq.

RECEIVED his first commission in 1794; and was a lieutenant of the *St. George* 98, bearing Lord Nelson's flag, previous to and after the battle of Copenhagen. He obtained the rank of commander in April, 1802; held an appointment, during the late war, in the Sea-Fencible service; and died at Fowey, Nov. 24th, 1823, aged 56 years.

---

### JOHN CHILCOTT, Esq.

WAS made a lieutenant in 1794; promoted to the rank of commander in April, 1802; and employed, during part of the late war, as regulating captain of the impress service at Cork. He died in 1829.

---

### ROBERT HAYLEY JUDD, Esq.

WAS made a lieutenant in 1794; and promoted to the rank of commander, while serving as third of the *Formidable* 98, Captain Richard Grindall, on the Jamaica station. His commission bears date April 29th, 1802.

---

### HENRY WARING, Esq.

WAS, for several years, a midshipman of the *Phoenix* 36, successively commanded by Captains George Anson Byron and Sir Richard J. Strachan; with the latter of whom he removed into the *la Concorde* 36, soon after their return home from the East Indies, in 1793. On the 23d April, 1794, he assisted at the capture of two French frigates and a corvette, between Guernsey and Morlaix\*. His promotion to the rank of lieutenant took place in the following autumn; and we subsequently find him serving in the *Foudroyant* 80, and *Saturn* 74, under the flags of Nelson and St. Vincent, by the latter of

---

\* See Vol. II. Part II. p. 621, and Vol. I. Part I. p. 285 *et seq.*



whom he was made a commander, April 29th, 1802. His next appointment was, in May, 1803, to the *Serapis* 44, armed *en flûte*, which ship formed part of the squadron under Commodore Hood, at the reduction of Surinam, in May, 1804. He married, April 4th, 1805, Mary, only daughter of John Henry Franks, of Misleton, co. Leicester. His third son, David, a midshipman of the Active frigate, Captain Andrew King, died in consequence of a fall from the rigging, in 1823.

---

### JOHN DOUGLAS, Esq.

Was made a lieutenant in 1794, and severely wounded in the hand while serving under Captain T. F. Fremantle, of the Seahorse frigate, at the unsuccessful attack upon Santa Cruz, in July, 1797. He obtained a pension, the present amount of which is £150 *per annum*, Jan. 30th, 1800; and was advanced to the rank of commander in April, 1802.

---

### GEORGE CLARKE HURDIS, Esq.

Was made a lieutenant in 1795; promoted to the rank of commander in April, 1802; and subsequently employed in the Irish Sea-Fencible service.

---

### JAMES JOHN CHARLES AGASSIZ, Esq.

OBTAINED the rank of lieutenant in 1795; and commanded the boats of a small squadron, under the orders of Captain Jonas Rose, at the capture and destruction of six flat-bottomed gun-vessels, and a vessel laden with pitch, tar, and turpentine, near St. Valery, Aug. 21st, 1801. He obtained his present rank in April, 1802; and we subsequently find him in the Rattler sloop, employed in convoying the trade to and from Newfoundland. He has a son in the royal marines.

---

### DIGBY WILLOUGHBY, Esq.

Cousin and heir-presumptive to the Right Hon. Lord Middleton. He received his education at the Maritime School, Chelsea; obtained a lieutenant's commission in 1794; and was promoted to the rank of commander in May, 1802.

---

### ROBERT SAUSE, Esq.

Was made a lieutenant in 1783; promoted to the rank of commander in 1795; and removed from *la Sincere* sloop to *la Sensible* troop-ship in 1798. In 1801, he accompanied Sir Home Popham to the Red Sea; and on the 3d Mar. 1802, he lost *la Sensible* on a shoal to the southward of Ceylon. He died of apoplexy, at Walcot, near Bath, June 13th, 1827.

---

### MALCOLM COWAN, Esq.

Was made a lieutenant in Nov. 1790; presented with the Turkish gold medal, for his services during the Egyptian campaign in 1801; and promoted to the rank of commander Oct. 23d, 1802. In 1805, he published an essay on the construction of the sails of ships and vessels, with plans and descriptions, showing the many dangers that may be avoided, and the advantages derived from adopting sails of his own invention; and on the 24th Aug. 1809, we find him writing to the Navy Board, as follows:—

“Honorable Gentlemen,—As it appears that proposals for the advantage of H. M. naval service, or for the saving of the public money in the naval department, have hitherto been chiefly referred to your Honorable Board, I beg leave to lay before you the enclosed observations on the dangers to which H. M. ships and vessels are unnecessarily exposed, from the present mode of making sails; and, in consequence, the very great and unnecessary expence attending them, which I request you will be pleased to take into your serious consideration, with the reports from experienced officers on the new sails that I have had the honor of laying before your Honorable Board, from time to time, for these four years

past. In the latter, you will find proofs that all our ships with the old sails are, in particular situations, exposed to unavoidable destruction. I have the honor to be, &c.

(Signed) "MALCOLM COWAN."

*“Observations on the Dangers to which his Majesty’s Ships and Vessels are unnecessarily exposed, from the present mode of making Sails in his Majesty’s Navy; and on the unnecessary Expence attending them. By Captain MALCOLM COWAN, R. N.*

“The sails of ships and vessels, from being made with the cloths and seams in a vertical instead of an horizontal direction, are more liable to split up and down, and to be *blown to pieces*, either when carrying a *press of sail* in a gale of wind on a lee shore, or from the *shaking of the sails*; and a ship and crew might be *lost* from a few inches of a vertical seam giving way, when there might not be *time* to take the sail in to repair it.

“From the experiment that has been made in the royal navy, the difference in the duration of the sails made with horizontal cloths, and those of the old make, has been proved to be as *eighteen months to eleven* \*, making a difference of *seven months wear in favour of those with the horizontal cloths*; and they are every way stronger, more effective, and stand nearer to the wind.

“By the old method of reefing the courses on the yard, the loss of a ship and crew in a gale of wind on a lee-shore, may originate from either of the following apparently trifling accidents, which the old sails are liable to, and which could not happen to the new sails † that reef at the foot; namely:

	Number of Accidents.
“Courses that are <i>half-worn</i> may require reefing to preserve them from splitting, when there may not be <i>sea-room</i> to perform the operation, and either of them may split. - -	2
“From the splitting of the courses in hauling them up to reef on the yard, or afterwards in setting them. - -	4
“From carrying away either of the two clew-garnets to each course in hauling them up to reef, which might split the sail by shaking it. - - - -	4

\* “The common made sail lasted *eleven* months; the sail with horizontal cloths and seams *eighteen*. A top-sail for a 64-gun ship costs 80*l*.

† “A line-of-battle ship can reef one of the new courses in two minutes, without hauling it up, or starting tack or sheet. This fact is well known among the officers of the navy.



“ From carrying away either of the four buntline legs, or of the two buntline whips belonging to each course, in hauling up the courses to reef, which might split the sail by shaking - 12

“ From carrying away either the tack or sheet of each course in setting the sails after reefing them - - - 4

“ Number of accidents the courses of the old make are liable to 26

“ It is to be observed of these twenty-six accidents that the old courses are liable to, and any one of which unnecessarily exposes a ship to great danger, and in some situations *to certain destruction*, that there is not one of them wherein the resources of seamanship might not prove unavailing to remedy the accident in time to save a ship, when she is in that horrible situation, that the loss of a sail would cause her to drive on shore. It is well known to intelligent seamen, that the difficulty of performing any operation necessary to the preservation of a ship, increases with the danger; and that the loss, or want of one of the *dependant sails* for a few minutes only, might prove the loss of the ship.

“ The want of a chasing reef at the foot of the top-sails and top-gallant-sails may be sensibly felt, when it may be necessary *to carry a press of sail in squally weather to avoid a lee-shore*; or in chase; or when obliged to haul suddenly to the wind from sailing large. Men-of-war in chase cannot always risk carrying sail through a squall, and by lowering these sails down to reef at the head, they lose time; and the sails are partly aback whilst they are reefing.

“ By diminishing the dangers of the seas (many of which might be easily averted) the *attractions* to a sea life are increased, and the sum of human misery reduced; *for every individual in the country is at this present period deeply interested in the preservation of the valuable lives of British Seamen.* (Signed) “MALCOLM COWAN \*.”

The other enclosures were as follow :—

“ *H. M. S. Thisbe, Falmouth, Feb. 13th, 1805.*

“ I am happy to inform you, that I had an opportunity in the late gale of trying your reef, which I approve of more than ever. Captain Norway, of the *Tromp*, and another gentleman, came on board this morning to look at it. They highly approve thereof, and think it a most excellent plan. My officers and men, from seeing the sail reefed in the gale, are quite delighted with it, now they perceive its utility. Depend upon it,

---

\* “ For a particular account of this improvement in ship’s sails, *vide* the NAVAL CHRONICLE for April 1806, November 1807, and November 1808.”

no seaman can start an objection, when they have seen your sail reefed in a gale of wind. At the time when I made the experiment, it blew excessively hard, and the *Thisbe* shipped several very heavy seas.

(Signed) "LEWIS SHEPHEARD, Captain."

"To Capt. M. Cowan, R. N."

"*H. M. S. Thisbe, Guernsey, Mar. 13th, 1805.*

"Sir,—I beg you will acquaint my Lords Commissioners of the Admiralty, that I had an opportunity of trying a main course, on Captain Cowan's plan, on the 12th ult. in a very strong gale of wind from the E. S. E.

"I had occasion to reef the courses, and the main one was reefed in two minutes, without a man going aloft, and with very few hands. The sail remained perfectly quiet during the gale, without the least fret or chafing.

"It has many advantages over the former construction; not only for expedition, but when weakly manned, particularly on a lee-shore, when it would not be prudent to start either tack or sheet; and the reef can as expeditiously be let out, should there be occasion to chase.

"I find the sail to haul up far more snug than by the old way, and, in my humble opinion, I cannot find one objection against it; and every seaman must feel himself very much indebted to Captain Cowan for his most excellent plan. I have the honor to be, &c.

(Signed) "LEWIS SHEPHEARD, Captain."

"To William Marsden, Esq. Admiralty."

"*H. M. S. Minotaur, off Ushant, April 6th, 1805.*

"I have tried Captain Cowan's main-sail, and find it a very good thing; write to him, and say that I have written to the Admiralty and Navy Boards on the subject. I can reef it in two minutes: I practise my people at it very often, and it is much approved of by all my officers.

(Signed) "C. J. M. MANSFIELD, Captain."

"To the Rev. George Jope, Plymouth Dock."

"*H. M. S. Loire, Plymouth, June 13th, 1805.*

"The day after we sailed we bent your new main-sail, and during our cruise we had frequent opportunities of trying the reef, which the officers and myself could not too much admire. Such an excellent invention, ere long, I have no doubt, will be generally adopted.

"To the merchant service it is of the greatest consequence, for it is so plain a thing, that the utility of it must strike every person who has ever been at sea.

(Signed) "JAMES LUCAS YEO, 1st Lieut."

"To Captain M. Cowan."

"*H. M. S. Apollo, Spithead, Oct. 30th, 1805.*

"To the mode of reefing the courses by the foot I am happy to give my decided approbation, as you are enabled to reef a course without losing the effect of the sail, it requires but a very few men to take in the

reef; it is done in a shorter time than could possibly be expected, and I hope it may be adopted generally throughout the service.

(Signed) "E. FELLOWES, Captain."

"To Captain M. Cowan."

"Ship Queen, Barbadoes, March 29th, 1806.

"With respect to my patent fore-sail, I had it bent during the bad weather at our first sailing, and it certainly answers every purpose that the patentee intended it; for at different times during the bad weather, I sent the watch forward to reef the fore-sail, which could be done in three or four minutes, without starting tack or sheet.

(Signed) "JOHN PONLER."

"To Lawrence Bruce, Esq. Jamaica Coffee-House, London."

"London, May 28th, 1806.

"Sir,—Having tried your course in H. M. sloop Surinam, under my command, during the winter, when we had almost incessant gales of wind, and in the Bay of Biscay, when it became necessary to reef without otherwise shortening sail, I beg to assure you that we found it answer every end you propose; and I have no doubt, when better known, it will be generally adopted.

(Signed) "ALEX SHIFFARD."

"To Captain M. Cowan."

"London, May 29th, 1806.

"I hereby certify that H. M. sloop Nautilus, late under my command, was supplied with a set of the courses on the plan of Captain Malcolm Cowan, and that having tried them in bad weather, I much approve of them for many superior advantages over the old sails, and consider it an invention of extraordinary benefit to the sea-service in general, particularly to merchant vessels, as tending immediately to their preservation on a lee-shore.

"They can be reefed while set on the ship, without lessening any other part of the effect of the sails, and in a simple manner by few hands, and the reef let out again with great expedition in the worst weather. They are also less liable to split in taking in or setting.

(Signed) "JOHN SYKES."

"London, July 10th, 1806.

"Being first lieutenant of his Majesty's ship Minotaur, I had frequent opportunities of trying your new main-sail, that reefs at the foot, which answers beyond expectation, having repeatedly taken in the reef, and let it out, three or four times a day, which was done in a few minutes, without taking the sail off the ship. But it was particularly of service to us, after the action off Trafalgar, while carrying sail off the lee-shore, and here we found the greatest benefit, in being able to take the reef in during the heavy squalls, and let it out again so expeditiously when it moderated.

(Signed) "J. STUART."

"To Captain M. Cowan."



*"Batson's Coffee-House, October 20th, 1806.*

"It gives me great satisfaction to inform you, that I have received a very favorable account of the great advantages of your valuable sails from the master of the ship Cognac Packet, belonging to Hull, who has had one of them in constant wear for these twelve months. It is my intention to adopt them in every ship I may be concerned in.

"I have heard that Captain Hornby, of the Birna, of Grimsby, tried your sails in a voyage to Greenland, and speaks very highly of them, and recommends them strongly. (Signed) "EDWARD HARPER."

*"To Captain M. Cowan, R. N."*

*"December 1st, 1806.*

"I approve of Captain Cowan's sails very much: the experience I had of them during our voyage to Davis's Straits, convinced me they answered every purpose set forth in the directions; and as long as I am enabled, I shall not go to sea without them.

"I am well aware there are men in most professions wedded to old customs and opinions, and vain would it be to attempt to point out to them their utility; but to me the satisfaction I experienced in reefing courses without starting tack or sheet, or shaking the sail, will never be effaced from my memory: and let those seamen who were never on a lee-shore, or in a narrow passage, in a ship badly manned, in a gale of wind, reflect that they are still liable to such cases, and then disapprove of it if they can.

"These sails do not shake in hauling up to reef, therefore must last longer. (Signed) "FRANCIS HORNBY."

*"Liverpool, December 27th, 1806.*

"This is to certify, that the Lark, Dublin packet, of Liverpool, has had a patent fore-sail, and main-stay-sail, made with the cloths and seams horizontal, which, after trying in very hard gales of wind, I found to answer as follows.

"The sails are stronger, stand nearer the wind, and can be reefed with great ease and expedition, without starting tack or sheet.

(Signed) "HUGH WILLIAMS, Master."

*"Hull, Nov. 2d, 1807.*

"Dear Sir,—I think it but justice to give you a further account concerning your valuable improvements in reefing sails at the foot, and making them with the cloths horizontal.

"With respect to your courses that reef without starting tack or sheet, the Cognac Packet has had one in use above two years; and from every account I hear, that very easy, expeditious, and safe plan of reefing cannot fail of being generally adopted ere long.

"Respecting the horizontal cloths, I had a main-top-sail and main-stay-sail made for her on that plan a year ago at Liverpool, and I have examined

them after the many hard gales they have stood, and I find them much less chafed, &c. in proportion, than any sails in her on the old plan.

“ So perfectly convinced am I of the superior saving and safety of your mode of reefing, and making with horizontal cloths, that I have had a fore-sail on that plan made here, and I shall, in every ship that I am concerned in, not fail having my sails made on your plan.

“ I suspect few men who have experienced a severe gale of wind on a lee-shore, will for a moment hesitate in believing your mode of reefing, without starting tack or sheet, and strengthening sails by making them with horizontal cloths, will be the means of saving lives and property.

(Signed)

“ EDWARD HARPER.”

“ *Sunderland, January 30th, 1808.*

“ Mr. Stafford has had some more sails (with horizontal cloths) made for the *Hero*, and a main-sail, top-sail, and fore-top-mast stay-sail, made for the *John*; the main-sail and top-sail were made by Mr. Randolph, who objected very much at first to make them after the patent mode; but Mr. Stafford insisted on having them made with horizontal cloths. The sails gave great satisfaction, and Mr. Randolph now speaks of them in the highest terms of approbation.

“ Mr. Todd (sail-maker) is now convinced that any sail may be made with horizontal cloths, and he has made a fore-sail, top-sail, and top-gallant-sail for the ship *Barbara and Ann*, Captain Bowness, who is in the transport service, and wrote for them from Deptford, particularly requesting that they might be made with horizontal cloths, and the fore-sail with the patent reef.

“ Captain Ditchbourn, of the *Durham*, says he has made use of the reef in his fore-sail several times lately, in very heavy gales of wind, and it stands exceedingly well.

“ Mr. Gregson, of the *Speedwell*, told me that he has found the reef in his top-sail very useful, and he is going to have a reef in his fore-sail, and intends to have all the new sails patent made.

“ Captain Bowser desires me to inform you, that he intends to have all his new sails made the patent way.

“ I have had a top-sail and jib made for the *Good Intent*, and I send you a certificate from the master.

“ I find from the different captains belonging to the Port of Lynn, that the horizontal cloths are very well liked there.

(Signed)

“ D. TROTTER.”

“ *To Captain Cowan.*”

“ *Sunderland, December 6th, 1807.*

“ I have had a patent top-sail and jib made with horizontal cloths, and, after trying, like them very well, for I find they stand nearer the wind than the other sails, and I think them much stronger.

(Signed)

“ JAMES LAMB, Master of the *Good Intent.*”

*“Sunderland, 28th December, 1807.*

“This is to certify, that I have made several sails the patent way, and the method is much approved by those who have tried them. It is their opinion, that they will be a great deal stronger with the seams horizontal, and stand nearer the wind; and it is also my opinion, as I have made some for our own ship (the *Barbara and Ann*) the patent way.

(Signed) “RICHARD TODD, Sail-maker.”

*“Sunderland, May 1st, 1807.*

“Having had a jib and top-gallant-sail made on your patent plan (with horizontal cloths) for the *Hero*, I find it will be a great saving, from their longer duration, than the former mode of making sails.

“I would recommend the patent mode of making to every ship-owner, for their interest. (Signed) “ANTHONY STAFFORD.”

*“To Captain Cowan.”*

*“Liverpool, April 7th, 1807.*

“The sails that were made for the *Lark brig* and *Lochneil sloop* (with horizontal cloths) answer my most sanguine expectations, and I have no doubt but they will last much longer than those made in the old way.

(Signed) “GEORGE BROWN.”

*“To Captain Cowan.”*

*“Sunderland, January 17th, 1808.*

“This is to certify, that the *John and Hero*, both of *Sunderland*, have had several patent sails (with horizontal cloths) in constant wear for several months, and we so far approve of the mode of making them, that we intend for the future to have all the new sails that we get made after the patent mode, as they stand nearer the wind, and we think them much stronger.

(Signed) “T. STAFFORD, Master of the *Hero*.”

“J. BROWN, Master of the *John*.”

*“Sunderland, April 30th, 1807.*

“Mr. Cuthbert Vaux, owner of the brig *Durham*, ordered a patent fore-sail of Mr. Todd, sail-maker. Captain *Ditchbourn*, of the said ship, finds it to answer, both for reefing and standing upon a wind, much better than the former way of making.

(Signed) “JOHN DITCHBOURN.”

The 20th volume of the “*Naval Chronicle*” contains “an examination of the notion generally entertained by seamen, that the weakness or looseness of a vessel’s frame makes her sail the faster.” This paper was written by Commander *Cowan*, and some pertinent remarks on it appeared in the “*Athenæum*” for Feb. 1809\*. He also suggested to the

\* See *Nav. Chron.* vol. 21, pp. 138—143.



Admiralty some improvements in the construction of ships, which, though not approved of at the time, have been since adopted. In a letter to a friend he says,—“ I formerly proposed to the Admiralty to fill in between the timbers, and make all solid, and to caulk inside and outside before the plank was put on, and then not to plank the inside, but to lay riders fore and aft diagonal;” the diagonal riders, the vertical timbers, and the horizontal planks forming a series of triangles. It may not be amiss in this place to insert the following copy of a document presented to his late Majesty, when Prince Regent, by Mr. (now Sir Robert) Seppings, dated Mar. 1st, 1819:—

“ The humble Memorial of Robert Seppings, one of the Surveyors of His Majesty’s Navy :

“ Sheweth,—That your Royal Highness’s memorialist, on the 26th August, 1800, proposed an alteration to be made in the braces and pintles, or mode of hanging ships’ rudders, to remedy the inconvenience, and to prevent the expence, arising in consequence of the wearing away of their crowns by the action of the rudder, which was immediately adopted, and generally introduced in His Majesty’s dock-yards per Navy Board warrant dated 28th August, 1800.

“ That your Royal Highness’s memorialist, on the 1st January, 1801, proposed a plan for removing blocks from under ships in dock, to enable the workmen to remedy defects in ships’ keels, to make additions thereto, or to caulk the garboard or lower seams of the bottom, without lifting the ships.—The advantages of this plan in the saving of expence and labor were so obvious that the Lords Commissioners of the Admiralty, by their letter dated 5th February, 1803, ordered it to be generally introduced in His Majesty’s yards, and as a reward for this invention, your Royal Highness’s memorialist was presented with 1000*l.* by Government, and a gold medal from the Society of Arts.

“ That your Royal Highness’s memorialist, on the 13th February, 1806, proposed a plan for scarphing strait timber to obtain a compass form, by the adoption of which the Warspite, of 74 guns, (which although ordered to be built many years could not be proceeded with for the want of compass timber) was completed in twenty-one months, including six months for seasoning: the other advantages arising from the adoption of this plan, are that of giving a ship’s frame an equal degree of seasoning, which was heretofore unavoidably composed of a mixture of seasoned and unseasoned materials, by which the timber in the same ship had different periods of durability, and that which was seasoned was affected by that which was in a green state, thereby occasioning rapid decay.—The importance of this

plan was so obvious that it has been generally introduced in His Majesty's dock-yards, by order of the Navy Board, dated 1st January, 1808.

“That your Royal Highness's memorialist, on the 28th May, 1807, proposed a plan to build round bows to *ships of the line*, which gives great additional strength to the ship, more convenience and comfort to the crew, and security in time of action. The superiority of this plan was so apparent that it has been generally introduced in His Majesty's navy, by directions from the Lords Commissioners of the Admiralty, dated 29th May, 1811.

“That your Royal Highness's memorialist, in the early part of the year 1800, partially introduced a plan of laying materials diagonally in His Majesty's ship *Glenmore* of 36 guns; and on the 19th May, 1805, proposed a similar introduction of materials in the *Kent* of 74 guns, in consequence of her extraordinary defects arising from weakness, of which the Navy Board approved by their warrant dated 4th June, 1805.

“The advantages which resulted from a partial introduction of the diagonal system induced your Royal Highness's memorialist, on the 5th February, 1810, to propose that it should be fully carried into effect in the construction and repairs of His Majesty's ships, which has been the cause of a total change in our national bulwark, by the introduction of a diagonal trussed frame, the filling in of the spaces between the timbers, below the orlop-deck with wood and cement, a new mode of attaching the beams to the sides, laying the decks diagonally, and by omitting a considerable quantity of materials hitherto unnecessarily or injudiciously applied: the furtherance of this plan, and the bringing it to maturity by furnishing drawings, rules, regulations, and by giving active personal inspection, have been the labor of nearly nineteen years, by which the health of your Royal Highness's memorialist has been much injured, and his domestic comforts much interfered with.—The results of this plan, generally introduced by directions of the Lords Commissioners of the Admiralty, dated 29th October, 1812, are, economy in the construction or repairs of His Majesty's ships, by a saving of a considerable quantity of scarce and valuable timber, and substituting old ship-timber and new timber of inferior quality and lengths in its stead, which is peculiarly applicable to the new principle, and in many instances carried to a considerable extent.—It is difficult to make any calculation of the saving to the public by the *increased durability of the ships*, and the saving of materials to a considerable amount, *great strength* (however) is obtained, and the health of their crews promoted (with regard to the latter, see Sir Gilbert Blane's “*Treatise on the Health of the Navy*”). All these have been proved by the severe trials to which several of the ships have been put, which have been constructed on this principle, and the success of which induced the Royal Society, in 1818, to honor your Royal Highness's memorialist with their gold medal.—The account of this new principle of ship-building is published in the “*Transactions of the Royal Society*,” in 1814 and 1818.

“That your Royal Highness's memorialist, on the 12th April, 1812,

proposed to construct a sheer-hulk for Chatham yard, with strait fir timber, preventing thereby the consumption of much valuable compass oak timber, and causing a considerable saving of expence.—The Lords Commissioners of the Admiralty, by their order dated 1st May, 1812, approved of this proposition being adopted, and the hulk has been found fully to answer the purposes for which it was constructed.

“That from the great accumulation of small or frigates’ timber in the several dock-yards, remarked by the Lords Commissioners of the Admiralty, on their visitation in the year 1813, your Royal Highness’s memorialist, on the 5th November of that year, proposed a plan for building ships of the line with timber hitherto considered applicable only to frigates, and applying that which was fit only for inferior uses to principal purposes; it also obviates the necessity of using compass timber for floors, transoms, &c. The expence of the frame of the Thunderer (now named Talavera) built on this principle by direction of the Lords Commissioners of the Admiralty, dated 28th February, 1814, and lately launched at Woolwich, is 900*l.* less than that of the Black Prince, a ship of similar dimensions, built on the old principle. This method of connecting the timbers was the ground work of the present mode of framing the British navy, by introducing the same union of materials in the ships built with large, that had been applied to small timber; and decreasing thereby, very considerably, the consumption of timber, and rendering the ships much stronger, as was ascertained by a trial of the frames of the before mentioned ships.

“That your Royal Highness’s memorialist, on the 25th April, 1815, proposed a plan for making top-masts by scarphing or lengthening the sticks below the cap, and substituting those of less dimensions, consequently of much less value. These have, on trial, been found fully to answer the intended purpose, as appears by a letter from Sir Benjamin Hallowell to the Navy Board, dated 28th July, 1818, enclosing a report from the captain and carpenter of the Ramillies, dated the 24th of the same month, in which ship they have been in use upwards of three years, and are still in a good state. The saving produced by the adoption of this proposition, although considerable, is of little moment, in comparison with the inconvenience and delay before experienced for the want of the article, which, in many instances, could not be procured but with the greatest difficulty. The Lords Commissioners of the Admiralty directed the introduction of this plan on the 3d February, 1819.

“That your Royal Highness’s memorialist, on the 7th June, 1816, proposed a plan for the introduction of circular sterns to ships, which causes great increase of strength, forms a more extensive and efficient battery in the stern for attack or defence, affords protection when raked, prevents injury from explosion in firing the guns, gives a facility of working those in the stern equal to those in the sides,—in fact renders that part of a ship capable of making resistance which was heretofore defenceless. In the event of the ship being pooped, no evil can arise; and, if required, the ship



may be moored by the stern. With these advantages the consumption of compass timber is decreased. The general introduction of this plan was directed by order of the Lords Commissioners of the Admiralty, dated 13th June, 1817.

“That your Royal Highness’s memorialist, on the 17th July, 1816, proposed a new method of raising the lower masts of ships out of their steps, by means of a simple and portable apparatus of his invention, which requires only four men to raise a first rate’s main-mast, instead of about ninety. The adoption of this method has rendered two sheer-hulks unnecessary, one at Portsmouth, and one at Plymouth, which had been kept up at an annual expence of nearly 2,000*l*. It has also, by the removal of the hulk lying at Plymouth to Sheerness, where one was required, caused an immediate saving of 14,000*l*., the expence incurred in fitting the Sampson sheer-hulk at Woolwich; and a similar sum would have been required to fit a sheer-hulk for Portsmouth, in lieu of the Neptune, which had been found so defective as to render it necessary to take her to pieces. In a series of years, this expence must again have been incurred (when from age or accident the hulks required replacing), which is now prevented. The risk and expence of moving either ship or hulk, which was before necessary, is avoided by this apparatus. The heels of the masts (resting on a pig of ballast) can thus at all times be examined (instead of being lifted as heretofore triennially, at a very considerable expence), and the decay occasioned by their being stepped in the mortices prevented. This causes a saving beyond calculation. This proposition was approved of by the Lords Commissioners of the Admiralty, 2d September, 1816.

“That your Royal Highness’s memorialist, on the 8th October, 1816, proposed a plan for mooring ships in Ordinary with chain slip bridles, which affords a more easy way of extricating the ships from their moorings in case of fire, or the necessity of moving them, from any other cause, as well as removing a most injurious weight from their bows. It will also cause a saving in mooring ships in Ordinary of nearly one half of the quantity of chain, amounting in value to not less than 10,000*l*.; and, from the frequent necessity of changing the hempen bridles (where used) by their rapid deterioration to prevent accidents to the ships, will occasion an annual saving of some *thousands of pounds*.

“That your Royal Highness’s memorialist, on the 27th January, 1817, presented a plan for substituting iron chain or rods for harbour rigging, in lieu of cordage, which on adoption has caused a very considerable saving of expence; and a still further saving will be produced annually, by the durability of iron compared with that of rope. It also tends much to put a stop to extensive embezzlements. Its introduction was directed by the Navy Board’s warrant, dated 5th February, 1817.

“That your Royal Highness’s memorialist, on the 5th September, 1817, proposed a plan for reducing the length of the timbers of a ship’s frame, and doing away the chocks at their heads and heels, which chocks

not only produce decay as it respects themselves, but infest the timbers with which they come in contact. The introduction by your Royal Highness's memorialist, of coaks, and working the timbers with square heads and heels, has given a strength and connection hitherto unknown until introduced in the frame of the Thunderer (now Talavera). The simplicity of the workmanship, and economy in the conversion of timber, although of considerable moment, are of trifling importance compared with the plan of *rendering timber generally more applicable* to the frames of ships, which heretofore was only partially so, and causing them to possess greater strength and durability. As a proof of the utility of the plan, two 28-gun ships are now constructing solely of fir timber, which never was before done by any mode of framing, as considerable quantities of oak and elm timber were before introduced in the construction of what were termed fir frigates. This plan is generally introduced in all classes of His Majesty's ships, by directions from the Lords Commissioners of the Admiralty, dated 4th February, 1818.

"That your Royal Highness's memorialist, on the 15th January, 1819, proposed a plan for the introduction of iron laid diagonally, instead of wood, in frigates, which will cause considerable durability to the ships, and prevent the consumption of much useful timber. It will also give greater room for stowage, shorten the fastenings, and consequently give increased strength. This plan has been directed to be generally introduced by order of the Lords Commissioners of the Admiralty, dated 23d January, 1819.

"Your Royal Highness's memorialist was apprenticed in March 1782, to Sir John Henslow, late Surveyor of His Majesty's Navy, who was then Master Shipwright of Plymouth Yard; and was at a considerable expence to his friends during that apprenticeship; and by regular gradations, after a service of more than thirty-one years, arrived at the situation which he now fills, making at this time a servitude of thirty-seven years. That your Royal Highness's memorialist has had no pecuniary or other advantage (except in one instance as herein stated) for the numerous inventions and improvements which are *here* detailed, and for others of minor consideration, which have been introduced in His Majesty's naval service, notwithstanding such immense sums have been saved to the public by the adoption of the plans of your Royal Highness's memorialist, and on which Government have expended, and are expending, to the amount of some millions of money; and that in point of fact he sacrificed comfort and gained no emolument (as stated by the Select Committee of Finance in their 6th Report, page 190 \*), by leaving the situation of Master-

---

\* "While calling the attention of the House to this particular branch of scientific instruction, your Committee deem it their duty particularly to notice Mr. Seppings, one of the surveyors of the navy, to whose abilities

Shipwright of Chatham dock-yard, and accepting that of Surveyor of His Majesty's navy, and which he was induced to do only from the consideration that he would be empowered thereby to protect those plans which he had brought forward, and to introduce others for the good of His Majesty's service. Models, drawings, and descriptions of the several inventions herein detailed, are in the possession of your Royal Highness's memorialist, which will more fully explain what he has endeavoured to describe.

"Your Royal Highness's memorialist therefore prays that your Royal Highness will be pleased to take into consideration the many and important services that he has rendered to his Country, with the heavy responsibility he incurred in carrying his plans into execution; and that your Royal Highness will be graciously pleased to confer on him such reward as your Royal Highness may consider him deserving.

(Signed) "R. SEPPINGS."

---

### JAMES M'FARLAND, Esq.

ACTED as signal-lieutenant of Lord Howe's flag-ship, the Queen Charlotte, at the memorable battle of June 1st, 1794; received his first commission soon after the return of the victorious fleet to Spithead; subsequently served under Captain (now Sir William) Hotham, in the Lancaster 64, on the Cape of Good Hope station; and was there appointed

---

and exertions this country is mainly indebted for many of its most valuable improvements in Naval Architecture, the ingenious models of which have been submitted to the inspection of your Committee, with all the necessary explanations of their several uses and application. Your Committee do not pretend to describe or appreciate with accuracy the value of these improvements, to estimate which to their full extent requires considerable professional experience. They are, however, fully convinced that the result of them will be to effectuate in the construction of ships of war, a great saving of expenditure to the public, and to secure a proportionate economy of human life, arising from their superior durability and greater power of resistance to the elements, and to the casualties incidental to nautical life, which the modern system of keeping our fleets at sea, at all seasons and in all weather, has rendered of the utmost importance. These services, although they have nothing of that brilliancy which forcibly attracts public admiration, will continue to confer a lasting benefit to the British Nation, long after that period, when the beneficial effects of victories, however splendid, shall have passed away."



acting commander of the Penguin sloop, in June, 1802. He obtained his present rank on the 18th June, 1803, and was afterwards employed on the Sea-Fencible service.

---

### TERENCE O'NEILL, Esq.

Is the son of an old naval officer, a branch of the O'Neills, of Shanes Castle, co. Antrim, Ireland. One of his grand-uncles was a Portuguese Field-Marshal, and another held the same rank in the Spanish army.

This officer was born at Bristol, in, we believe, the year 1773; and towards the end of 1781, we find him joining the *Magnificent 74*, Captain Robert Linzee, in which ship he was present at the battles between Rodney and De Grasse, April 9th and 12th, 1782; and also at the subsequent capture of two French 64's, a frigate, and a corvette, in the *Mona Passage*, by a squadron detached under the command of Rear-Admiral Sir Samuel Hood. On the former occasions, the *Magnificent* had six men killed, and eleven, including Captain Bagg, of the marines, wounded.

Mr. O'Neill next joined the *Shrewsbury 74*, Captain (now Sir Isaac) Coffin, and had the honor of serving on the Jamaica station at the period when his present Majesty was there in the subordinate capacity of midshipman. At the commencement of the French revolutionary war, he was received on board the *Britannia*, first rate, bearing the flag of Vice-Admiral (afterwards Lord) Hotham, by whom he was appointed a lieutenant of *la Censeur*, French prize 74, in March, 1795. During the siege of St. Lucia, by the forces under Sirs Hugh C. Christian and Ralph Abercrombie, he commanded a prize-schooner, of 10 guns, taken by the *Astræa* frigate, and named after the latter officer. On the reduction of that island he returned to the *Astræa*, in which ship he had proceeded from England to the West Indies, and in which he subsequently served, under the command of Captain (now Vice-Admiral) Richard Dacres, on the North Sea station.

On the 27th April, 1797, the *Albion*, two-decker, Captain Henry Savage, having been wrecked on the Middle Sand, in the Swin Channel, the *Astræa* was sent from the Nore to assist in saving her stores; on which occasion the boats of the frigate were placed under the directions of Lieutenant O'Neill, who, in the course of thirty-six hours, succeeded in removing all her bent and spare sails, running rigging, and every other portable article, amounting altogether in value to upwards of £10,000; nor were his exertions discontinued until a gale of wind obliged the *Astræa* to cut and run, the *Albion* at the same time falling to pieces.

In June following, having previously assisted in rescuing the *Astræa* from the mutinous fleet at the Nore, Lieutenant O'Neill addressed himself to Admiral Duncan as follows:—

*“Astræa, off the Texel, 27th June, 1797.”*

“Sir,—It appearing practicable to me to burn the transports now lying in the Texel, I beg leave to offer myself as a candidate for that service. I have the honor to be, with great respect, &c.

(Signed) “TERENCE O'NEILL.”

(ENCLOSURE).

“Sir,—Should the subject of the letter in which this is enclosed meet your approbation, I most respectfully beg leave to point out the plan which to me would appear most practicable; but any other you may think necessary I shall use my utmost exertions to execute, should you be pleased to honor me with your commands.

“From the number of galliots passing and repassing, a vessel of that description would be least liable to suspicion; therefore, if one is obtained and fitted up as a fire-vessel, with so much secrecy as to prevent the enemy having any knowledge of it, and being seen off and on the Texel the evening preceding the night of the attempt, under Danish (if necessary to hoist any) colours, apparently endeavouring to get in, she would, I think, pass without any particular notice, and consequently be enabled to effectually perform the proposed service: the Dutch transports being moored together so thick that they cannot easily separate themselves.

“I further beg leave to observe, that I cannot suppose we shall be challenged until nearly abreast of the transports; and if we are then unable to proceed without molestation, we must dash boldly on; but, from the short distance between the fort and the transports, I may reasonably hope to get the vessel laid in the best situation circumstances will admit of, and to set her on fire, before the enemy will be enabled to judge our intentions: nor can they well fire at us, as we shall be in a line

between ships and batteries; and before they shall have recovered from their surprise and confusion, I hope we may be able to escape. To effect this, I would request a good rowing boat, with stout fellows, well armed, and any vessel you may be pleased to appoint to pick us up, and to protect us from pursuers. But above all, I beg leave to observe, it will be absolutely necessary to have a good pilot, to enable us to go in with safety; our escape we can effect in any direction, unless very bad weather. I have the honor to be, &c.

(Signed) "TERENCE O'NEILL, Lieut."

"To Admiral Duncan, &c."

Although not permitted to attempt the destruction of the Gallo-Batavian transports, then collected for the invasion of Great Britain, Lieutenant O'Neill was warmly applauded for his zeal, and afterwards employed by the heroic Duncan in many services of a confidential nature. On the 10th July, 1797, he was sent with a flag of truce to Admiral De Winter, and it being found necessary for him to remain at the Texel until a message could be received from the Hague, he contrived to obtain some valuable information, which again obtained him official commendation. On the 30th April, 1798, he was appointed by Earl Spencer to command the Cobourg hired cutter, of 210 tons, 16 guns, and 60 men; and on the 1st Feb. in the ensuing year, he captured the Flushing, Dutch privateer, commanded by the captain of a frigate.

Whilst serving in the Cobourg, which vessel was latterly brig-rigged, Lieutenant O'Neill paid frequent visits to the Texel, with messages from his commander-in-chief, and on every occasion acquitted himself so as to obtain general commendation. So highly pleased were the Dutch authorities with his gentlemanly and officer-like demeanour, that on one occasion, when very short of provisions, he received an abundant supply from those whom, in the performance of his public duty, he was strenuously exerting himself to annoy, and which present was accompanied by the following note:—

"On board the *Washington*, 14th Aug. 1799.

"Commodore Capelle takes the liberty to send these few refreshments, and some meat and vegetables, to the disposition of the commanding officer of H. B. M. cruising cutter the *Cobourg*, and hopes that Licu-



tenant O'Neill will accept them, with the assurance of the Commodore's best respects."

In the course of the ensuing month, Earl Spencer's private secretary wrote to Lieutenant O'Neill as follows:—

"Sir,—Lord Spencer, in answer to your letter of the 10th instant, has directed me to say, that your conduct has been very satisfactory; and that, by-and-by, his lordship hopes to have an opportunity of promoting you: but he cannot do it at present. I return Commodore Capelle's note, and am, Sir, &c. (Signed) "R. MARTIN."

About this period, an agreement was entered into between the hostile powers, that the fishing vessels of England and Holland should be allowed to pursue their avocations, within certain limits, unmolested. A complaint of an infraction of this agreement having been forwarded to Lord Duncan, then at Yarmouth, the commander of the Cobourg was immediately despatched, vested with discretionary authority, to take cognizance of the affair. On the 25th Mar. 1800, we find him addressing the senior naval officer at the Texel as follows:—

"I have been directed by my admiral to inform you, that the British fishing vessels have been chased and disturbed in his district by a cutter presumed to be a Dutch privateer. I am therefore commanded to acquaint you that, if enquiry be not made into the same, and satisfactory and immediate redress given, he will not permit fishing vessels to come out of any port in Holland. I have the honor to be, &c.

(Signed) "TERENCE O'NEILL."

In answer to this intimation, Admiral De Winter and his *locum tenens* at the Texel both wrote to Mr. O'Neill, acquainting him that the offence had been committed by a French privateer, over which they could not possibly have any control.

In addition to the foregoing services, this active officer obtained information which led to the capture of two Dutch men-of-war by the Sirius frigate, Captain (now Sir Richard) King; an event which, owing to the hitherto improper representation thereof, we shall hereafter more fully notice. On the 25th April 1800, Lieutenant O'Neill received the following satisfactory announcement:—

“ Lord Spencer has directed me to inform you, that you are appointed to the *Tromp* \*, with the rank of master and commander. I am, Sir, &c.  
 (Signed) “ JOHN HARRISON.”

The *Tromp* was destined to be converted into a prison-ship, and stationed at one of the Leeward Islands, the commander-in-chief on which station received instructions from the Admiralty to place Captain O'Neill in the way of further promotion. Lord Hugh Seymour, however, the officer to whom we have now occasion to allude, was under the necessity of suddenly proceeding to Jamaica, and unfortunately neglected to inform his successor, the late Sir John T. Duckworth, of Earl Spencer's favorable intentions. In consequence thereof, Captain O'Neill, after burying most of his officers, and nearly one-half of his crew, found himself under the necessity of returning home, at his own expence, passenger on board a transport; the *Tromp* having been placed, as was originally intended, under the command of a lieutenant. This most mortifying disappointment produced the following communication from Earl Spencer, then no longer in office:—

“ *St. James's Place, 31st Oct. 1801.*

“ Sir,—I am very sorry that my delay in answering your letter of the 13th instant, which arose from the accidental circumstance of my having moved about very much in the country since I received it, should have given you the trouble of writing again, and occasion to suppose my silence was owing to some other cause.

“ I have no hesitation in repeating to you what I said in my last letter, that I think your case peculiarly hard. My only motive for giving you promotion, was the very active manner in which you had on several occasions distinguished yourself, in the North Sea and on the coast of Holland, during the war; which had obtained you repeatedly the strongest expressions of approbation from Lord Duncan and other your superior officers. Your appointment to the *Tromp* was under the expectation of your being able, on your arrival in the West Indies, to get removed to some more active situation, which would have given you an opportunity of further distinguishing yourself, though by some untoward accidents, in which you had no share, it proved of serious disadvantage and inconvenience to you; and after your return home, I fully intended to have availed myself of the earliest opportunity that might present itself, consistently with other very pressing engagements, to put you again into active service, in

---

\* A Dutch 50, armed *en flûte*.

order to make you some amends for your disappointment. I have no objection to your making any use you please of this letter, if you think that my testimony to the above circumstances can be of any service to you."

In April 1802, an extensive promotion took place, but the subject of this memoir was not included. He consequently made another appeal to Earl Spencer, and received the following answer:—

" *St. James's Place, 27th May, 1802.*

" Sir,—I am concerned to find you have not been included in the late naval promotion, and beg you will not suppose that any thing in your former letters has given me the least offence, or caused any other impression than that of regret. I was so circumstanced as not to have it in my power to be of use to you on the occasion. (Signed) "SPENCER."

On application to the Earl of St. Vincent, he was, Mar. 12th, 1803, appointed regulating captain of the impress service at Poole, with permission to select his own lieutenants. Soon after his arrival there, he had occasion to counteract various attempts to bring that ever unpopular service (which had been in a manner forced upon him) into still greater disrepute. In the month of May following, he received a letter from the Earl's private secretary, acquainting him that the Lords Commissioners of the Admiralty were well satisfied with his conduct, "*and that it would not fail to operate in his favor.*" He also received the following letter from one of the members for Poole, whose son he had obliged to apologize for some intemperate conduct:—

" *London, 9th May, 1803.*

" Sir,—In addition to many reasons you have before given me to approve the equally liberal and spirited manner in which you have exerted yourself to discharge the painful duties of the impress service at Poole, I beg leave to add my acknowledgments for your recent conduct towards the crew of the ship *Industry*. I do not wish to weaken those sentiments in your opinion, and I assure you they have not been lessened in mine by any extraneous circumstances which arose relative to that ship, and which, although matter of regret, can never be to you or me subject of reproach. But if any thing relative thereto, which in the slightest or most remote degree implicates the character of my son, has been mentioned to the Admiralty, if it be not making an improper request, I beg the favor of a correct copy thereof; and with respectful compliments to Mrs. O'Neill, I have the honor to remain, &c.

(Signed)

" *GEO. GARLAND, M. P.*"



On the 7th June following, Captain O'Neill was appointed to the command of the Nimrod 18, then the finest and most handsome ship-sloop in the British navy; and on his application she was armed with 24 instead of 18-pounder carronades, and her complement increased from 86 to 121 men. Whilst employed in this vessel, with the Sea Gull sloop and two revenue cruisers under his orders, on the Mount's Bay station, he was informed that some improper reports respecting him were in circulation at Poole, upon which he directed his informant to stick up in the town-hall a paper, wherein he dared the corporation and inhabitants, both generally and individually, to openly exhibit and substantiate any charges disreputable either to his private or public character. The result of this challenge was thus officially communicated to him:—

“ Poole, 6th December, 1803.

“ Sir,—Mr. Strong has communicated to me the subject of your letter lately addressed to him, and I can truly say, that my astonishment was only equalled by my indignation at the infamous insinuations which have been made to you respecting the intentions of the merchants of this place.

“ I consider it a duty incumbent on me, and an act of justice due to them, to deny the truth of it in the most positive and unequivocal terms; and to pledge myself, that either individually or collectively, they have never, in the most distant manner, entertained so ungenerous an idea. Be assured, Sir, that they are as incapable of the meanness imputed to them, as *they are satisfied that you are of any action unbecoming of an officer and a gentleman*. I trust that you will think it a piece of justice due to them to trace, if possible, this malignant report, which I am satisfied will be found to have its origin in malevolence, that has perhaps equally for its object the merchants of Poole and yourself. I am, Sir, &c.

(Signed)

“ MARK STREET, Mayor.”

About the same period, Captain O'Neill received the thanks of the Admiralty, for communicating to their lordships his ideas on the subject of a new code of signals. In July 1804, he felt himself obliged, in consequence of suffering most severely from sea-sickness in bad weather, occasioned, we are told, by the effects of an attack of brain-fever in early life, to resign the command of the Nimrod. That he was not a voluntary seceder from the service of his country, at so momentous a period, will be seen by the following document:—

*Admiralty, 29th July, 1804.*

“ Sir,—I have received your letter, and herewith return the enclosures transmitted therein. I have perused the memorial you addressed to the Board, and, in consequence of the circumstances stated therein, I shall be glad, when my arrangements will admit of it, to give you some suitable employment. I am, &c. (Signed) “MELVILLE.”

On the 14th Oct. 1804, Captain O'Neill was appointed to a command in the Kinsale district of Sea-Fencibles; and on the 15th Dec. in the same year, the following communication was addressed to his senior officer :

“ Sir,—Having laid before my Lords Commissioners of the Admiralty your letter of the 9th instant, inclosing one from Captain O'Neill, requesting that the Sea-Fencibles under his command may be paid for the assistance they rendered to the crew of a vessel which was wrecked within his district, I am commanded by their lordships to acquaint you, *that as Captain O'Neill states he has pledged himself for the payment of this charge, they are pleased to allow it, being satisfied with his motives for incurring it.* But although the conduct of the persons who exerted themselves on this occasion, in saving the lives and property of their fellow creatures, is highly meritorious, it has no relation to the service for which they were enrolled, and the precedent, if followed in all other parts where Sea-Fencibles are established, would occasion a very heavy expence to the public. I am, Sir, &c. (Signed) “WILLIAM MARSDEN.”

*“ To Captain Samuel Campbell Rowley, S. F., Kinsale.”*

In Nov. 1805, having the chief command during Captain Rowley's absence on leave, and reading the account of Nelson's victory and death, Captain O'Neill instantly called out his men, proposed to them to subscribe one day's pay for the widows and children of the slain, advanced the amount, 42l. 12s. 7d., out of his own pocket, and immediately transmitted it to Rear-Admiral Wolseley, superintendant for the levy of seamen in Ireland. In addition to his setting this example to other naval officers in Ireland, he influenced Major-General Champaigne and the forces under his command to promise to subscribe their pittance, if leave could be obtained from head-quarters. If he had carried his point, this would not only have been the means of raising a very large sum for the present, but would also have established a precedent for similar united-service subscriptions on every future occasion. Jealousy, however, caused cold water to be thrown on the

project ; and it was even intimated to Captain O'Neill, by a high naval personage, that to propose such a thing officially would appear like dictating to the army. In the ensuing summer he saved the crew and cargo of a vessel laden on Government account, which service was thus acknowledged :

“ *Navy Office, July 8th, 1806.*

“ Sir,—We approve of the award you have made to the different persons employed in saving the stores out of the *Mary* sloop, and you may draw upon us for the amount. We very much approve of the zeal and exertions you have manifested, not only in saving the stores, but in making the award to the several persons concerned. We are, &c.

(Signed)

“ S. GAMBIER.

“ F. J. HARTWELL.

“ E. BOUVERIE.”

“ *To Captain O'Neill, Kinsale.*”

This active and zealous officer was subsequently removed to the Bunowen district, county Galway, where he remained until the general breaking up of the Sea-Fencible establishments, in 1810. He married, first, in June 1799, a Miss Stuart, by whom he had three sons, *viz.* Charles Stuart O'Neill, the eldest, born on board the *Tromp*, off Madeira ; served sixteen years as midshipman and master's-mate ; obtained most handsome certificates of superior talent and merit, from all his captains, together with strong recommendations for promotion, “ as one who would do honor and credit to the service ;” and died in command of the *Cochin* schooner, of 14 guns, tender to the flag-ship of Rear-Admiral Gage, on the East India station : the second son is married to a lady of fortune at Dublin ; the youngest died at Scilly. Captain O'Neill married, secondly, Helena, eldest daughter of John Burke, of Derrymacloughney Castle, co. Galway, Esq. (one of the most ancient and respectable families in Ireland), and relict of Andrew French, of Ragoon, in the same county, Esq.

---



## ROBERT PETTET, Esq.

WAS made a lieutenant in 1794; and promoted to the command of the Termagant sloop, on the Mediterranean station, Jan. 2d, 1804. In May following, he captured la Felicité French privateer, of two guns and sixty men, near Corsica. In 1808, he was appointed to the Briseis, the boats of which vessel, in company with those of the Bruiser gun-brig, captured a Danish privateer, El Courier, on the Heligoland station, in May 1809. The manner in which he was subsequently employed will be seen by reference to Vol. II. Part II. p. 870 *et seq.*

## CHARLES PICKFORD, Esq.

OBTAINED his first commission in 1794; served as lieutenant of la Suffisante sloop, Captain Nicholas Tomlinson, at the capture of la Revanche French national brig, between Ushant and the Main, May 27th, 1796; and subsequently assisted in capturing, destroying, and re-capturing, two privateers, eleven French, two Dutch, four Spanish, one American, one Danish, and six British merchantmen, the latter having on board 1433 pipes and 34 hogsheads of wine, 83 bales and 186 bags of cotton, 250 chests of tea, 250 barrels of porter, and a quantity of lemons, vinegar, cork, steel, and other dry goods.

We next find Mr. Pickford first of the Inconstant frigate, on the African station, from whence he brought home his captain's official account of the recapture of Goree, Mar. 9th, 1804:—the following is an extract:

“Conceiving it of importance that H. M. Ministers should be made acquainted as soon as possible with the recapture of this island, I have purchased a small brig, and sent my first lieutenant, Mr. Charles Pickford, an intelligent and deserving officer, to England, who will have the honor to present my despatches; and I beg leave to recommend him in the strongest manner to their lordships' favor.”

Mr. Pickford landed at Portsmouth on the 26th April,

1804, and was, next day, promoted to the command of the Discovery bomb. In 1809, he commanded the Glommen sloop, on the West India station.

---

### JOHN SMYTH, Esq.

OBTAINED a lieutenant's commission in 1800, and his present rank on the 4th May, 1804.

---

### THOMAS MAYNARD, Esq.

WAS made a lieutenant in 1796, and commander on the 12th Jan. 1805.

---

### JAMES GRANT, Esq.

IN 1800 and the two following years, this officer, then a lieutenant, commanded the Lady Nelson, *alias* "His Majesty's Tinder-Box," a brig of only 60 tons burthen, fitted with sliding keels, and employed on a voyage of discovery in the southern hemisphere. The published narrative of his proceedings includes remarks on the Cape Verd Islands, the Cape of Good Hope, and that part of New Holland opposite to Van Diemen's Land; various details of his interviews with the natives of New South Wales; observations on the soil, natural productions, &c. of that country; an account of the then state of Falkland Islands; observations on the origin and utility of sliding keels, &c. &c. He obtained his present rank on the 12th Jan. 1805; and a pension for wounds received in action with the enemy, the present amount of which is £150 *per annum*, Jan. 23d, 1806. We subsequently find him commanding the Raven and Thracian, sloops.

---

## WILLIAM LAYMAN, Esq.

IN answer to a circular letter from the Admiralty, dated July 30th, 1817, this officer wrote as follows:—

“When master’s-mate of the *Myrmidon*, I did, at the age of seventeen years, scuttle the lower-deck in a very heavy gale of wind, to which measure was attributed the preservation of the ship. When paid off, after having been four years in the *Myrmidon*, I received the strongest testimony as to the execution of my duty, with a recommendation to Captain Brown, stating that I should be found ‘a great acquisition on board the *Amphion*.’ The manner of my performing my duty in that ship will speak for itself; the Duke of Clarence, when commanding the *Pegasus*, in the West Indies, having twice applied for me: but Captain Brown declined his assent, and did not afterwards, when I was seized with fever (from my exertions in heaving down the ship, after both lieutenants had died at Jamaica), acquiesce in my leaving the ship, until the medical men represented that a change of climate was the only chance to save my life. In consequence of the report of the Commissioners of Woods, Forests, &c. published in 1792, stating, ‘Such is the present state of the growing timber, and the prospect of future supply, that this country will, in all probability, experience a fatal want of great oak timber, and become dependent on other powers for the means of supporting her navy,’ I was induced to pay the most unremitting attention to the resources of our Eastern possessions for naval purposes; and upon which subject I submitted some suggestions to H. M. Ministers, in 1797: these were well received.”

In 1800, Mr. Layman was promoted to the rank of lieutenant; on which occasion he made an application to the Earl of St. Vincent, which was thus replied to:—

“I desired Captain Grey to assure you, that I should be happy to have you in the ship with me; and, if there is nothing to detain you longer ashore, by shewing this letter to the captain of any ship of war under my orders, coming to this rendezvous” (before Brest), “you will be sure to receive all the attention due to your character, and the very laudable zeal which inspires you to serve under the auspices of

(Signed) “St. VINCENT.”

On joining the Earl’s flag-ship, Lieutenant Layman presented to his Lordship a plan for building a ship of the line and a frigate annually at Bombay, which was soon afterwards ordered to be carried into execution. He also suggested,



during the scarcity in 1800, the propriety of restricting ships bound to India from carrying out superfluous bread and stores; which proposal met with great attention, and was acted upon. Shortly before the battle of Copenhagen, being then a lieutenant of Nelson's flag-ship, he thus addressed that great hero:—

“My Lord,—I beg leave to request, that in the event of boat duty, for either boarding, towing off the enemy's fire-ships, carrying down our own, or any other particular service, your lordship will do me the favor of employment. And as the best concerted plans often miscarry, from one man being made to depend on another, should the nature of the service require but one lieutenant, and I have the honor of being engaged in the undertaking, it will be an additional favor conferred on, my Lord, your most obedient, &c. (Signed) “W. LAYMAN.”

The high opinion entertained of his conduct on the memorable 2d April, 1801, will be seen by the following testimonials:—

“*Merton, Surrey, March 1st, 1802.*

“My dear Sir,—I have been favored with your letter, requesting I would state the nature of the services you had been employed in from the *St. George*.

“That you were always ready to go on every service I am sure; for the only favor you ever asked of me was, to be sent on all services of danger and difficulties, and I always understood you acquitted yourself as an able officer and seaman. You were in the *Isis* at the battle of Copenhagen, and Captain Walker gave me a high character of the conduct of the officers and men of the *St. George*. Believe me to be fully sensible of all your merits; and I have no scruple in saying, that if your interest does not get you promoted, at any future time when I may be employed, I shall be happy in receiving you; for I am your sincere friend,

(Signed) “NELSON & BRONTE.”

“*To Lieutenant Layman.*”

“*Charles Street, St. James's, May 26th, 1802.*

“Sir,—I do not hesitate to state it as my opinion and firm belief, that very important services were rendered by you on the 2d of April last year, on board *H. M. S. Isis*, during the action off Copenhagen. I may venture too, with less presumption, to give this opinion to the world, when I accompany it by Captain Walker's avowal of the fact, and the general admiration of your conduct on the occasion, evinced by the officers and men of my regiment, who were so fortunate as to be under Captain Walker's command, and employed with you on the *Isis's* lower-deck, at that period

of the battle when, from five guns only working, you, by great exertions, manned and replaced the whole of the larboard battery, and that under a fire from the enemy, which the state of the *Isis*, after the engagement, fully bore testimony to the weight of. Not having been on board the same ship with you on that memorable day, I have only to state my firm reliance on the accuracy of every degree of honor which was attributed to you; and, after having heard but one general opinion in the Baltic fleet on the subject, it is with regret, as well as surprise, that I now learn, from your letter, that the noble lord at the head of the Admiralty considers your services, which were great as well as voluntary on the occasion in question, as but of small importance. My information, as well as the general opinion at the above period, must have widely erred, if such a subsequent review of your conduct can now prove to be a correct one, or what is merited by you. With every expression of wish for your future success in your profession, I beg leave to subscribe myself, &c.

(Signed)

“ W. STEWART \*.”

During the peace of Amiens, notice having been given in the House of Commons, by Mr. Canning, of an intended motion respecting the cultivation of Trinidad, Lieutenant Layman submitted to His Majesty's Ministers that the most effectual manner of doing away with the slave-trade would be to introduce the skill and industry of free labourers, together with the valuable productions of the East, into the West Indies; and at the same time he proposed the establishment of Chinese husbandmen in the island of Ceylon. Both of these suggestions were considered deserving of adoption, as shewn in the following letters:—

“ *H. M. S. Centaur*, Sept. 3d, 1806.

“ Sir,—I have to acknowledge the receipt of your letter, on the subject of a plan you submitted to Government in 1802, for the cultivation of Trinidad, which was referred by the Secretary of State to the Commissioners for that island, and in consequence of which you met us by appointment at the Treasury, and were informed by the Right Hon. John Sullivan, then Under Secretary of State, that the execution of the measure only waited an official report of the Commissioners. The termination of the commission, owing to the disagreement between Colonels Fullerton and Picton, certainly prevented the report; and as you state it is unknown to his Majesty's present Ministers in whom the idea first originated, I have

---

\* Commander of the land forces employed in the expedition against the Northern Confederacy.

great pleasure in telling you, I always understood the plan of introducing Chinese into the West Indies was first suggested by you, whilst I was one of the said Commissioners; and I must, Sir, do you the justice to say, I never heard of any other person having proposed such a measure. Yours, &c.

(Signed)

“SAMUEL HOOD, Commodore.”

“October 1st, 1810.

“Dear Layman,—My brother, who has lately returned from Ceylon, tells me, that upon his arrival there he was surprised to find the ship surrounded by boats, loaded with vegetables of all kinds, for sale at moderate prices, and particularly so, as on a former voyage not a cabbage or pumpkin could be procured. On inquiry, it appeared that this circumstance was owing to the industry of the Chinese. General Maitland, the governor, being desirous of having a large morass cleared and drained, had some time before applied to some of the natives of Ceylon, who had given in an estimate of the expence and time within which they would undertake, with 100 men, to complete it. The general, not satisfied with this, applied to some Chinese, and having agreed to give them *the produce of the soil* for a certain number of years, *TWENTY-FIVE of them cleared and drained the morass, and converted it into a productive garden, in less time than the ONE HUNDRED natives had proposed.*

“My brother went over the garden with the governor, and nothing could be more complete. The Chinese had fenced it, and built houses; had divided it into different allotments among themselves, and, by turns, guarded it by night. They were peaceable and orderly to a degree; they worked in the gardens, and the women regularly took the produce to market for sale.

“I have thought this would be interesting to you, knowing what your mind is employed upon. I talked to my brother about introducing Chinese into the West Indies, and he has no doubt it would answer. His ideas of their indefatigable industry, agricultural talents, and disposition to emigrate, are precisely the same as yours. General Maitland is encouraging them to make sugar in Ceylon, which is in some progress. I am, dear Layman, your’s sincerely,

(Signed)

“WILLIAM LE BLANC \*.”

On the 28th May 1803, Lieutenant Layman, then again serving under Nelson, was appointed prize-master of l’Ambuscade 32, in which ship he captured two of the enemy’s merchant vessels, whilst on his passage to Gibraltar. In October following, he was promoted to the command of the Weazle sloop; and on the 6th Mar. 1804, the following

---

\* See Nav. Chron. xxxvii, 452—458.



address in his favor, signed by all the principal merchants and inhabitants of the above rock, was presented to Lieutenant-Governor Sir Thomas Trigge:—

“We, the undersigned merchants and traders residing at Gibraltar, conceive, with sincere concern, that the late loss of H. M. S. Weazle, commanded by Captain Layman, will materially affect the security of our trade, unless early remedied. Having witnessed and felt the benefit resulting from the extraordinary and unremitting exertions of Captain Layman, in keeping the Straits free from French privateers, which had so long been destructive to the trade of this port; and as few or none of these cruisers have of late dared to venture into the Gut, it is beyond comparison a proof how fully the Weazle performed the service on which she was employed. We, therefore, sincerely lament that the late boisterous and thick foggy weather has for the present deprived us of Captain Layman’s exertions and skill, by the loss of the said vessel on the rocks off Cabritta Point. Being persuaded that no man is more capable of supporting and protecting the trade passing the Straits, and convoying the supplies to this place, from his constant study and knowledge of the different bays and inlets, as well on the neighbouring coasts of Spain as those of Barbary, we shall be exceedingly obliged, if your Excellency will do us the favor strongly to recommend to Lord Nelson, that Captain Layman, his officers, and crew, may be appointed to a vessel of force suitable to support and protect us, in the manner they have hitherto done, not only to our satisfaction, but to the benefit of the public in general. We shall feel highly gratified if your Excellency will second our wishes, by a statement to Lord Nelson of the advantages we have experienced during the time Captain Layman has been on this station, as well as of the necessity of having a suitable vessel stationed in the Gut; and we beg that, if necessary, his Lordship will have the goodness to represent this our petition to the Lords Commissioners of the Admiralty.”

On the 2d of the following month, Nelson, then unaware of the disaster which had befallen his protégé, wrote to a mutual friend as follows:—

“I hope the Admiralty will confirm Layman; for he is not only attached to me, but is indeed a very active officer. It was his venturing to know more about India than Troubridge did, that made them look shy upon him;—his tongue runs too fast. I often tell him neither to talk nor write so much.”

In the course of the same year, Commander Layman was appointed to the Raven sloop, of which vessel the following mention is made in a work entitled “Elements and Practice of Naval Architecture:”—

“The Raven upon being fitted for sea, at Woolwich, under the direction of her very active and ingenious commander, had, agreeable to his recommendation, among other alterations, the two foremost ports closed up, and the guns taken away. In lieu of them was fitted amid-ships, immediately before the fore-mast, a 68-pounder carronade, upon a traverse carriage, so as to fire clear of the gunwale, in almost every direction; and, in lieu of the two stern-chasers, a similar carronade was mounted abaft. The wonderful accession of force derived from these alterations, and the great advantages to be derived from them in chase, in clearing an enemy’s coast, &c. are too obvious to need a comment.”

In Feb. 1805, Commander Layman, then a prisoner-of-war at Puerto-Santa-Maria, near Cadiz, made the following report to Lord Nelson:—

“It is my painful duty to narrate to your lordship an event as grievous as unexpected; for having quitted England on the 21st instant, in command of H. M. sloop Raven, charged with despatches for Sir John Orde and your lordship, with directions to put myself under your orders, I arrived at the rendezvous of Sir John Orde’s squadron, from two to ten leagues off Cadiz, on the 28th, with a fresh breeze from the westward, when not seeing any thing of the squadron, I reduced the sail from whole to treble-reefed topsail, and hove-to at 9 P. M.; a few minutes before 10 o’clock, I went upon deck to look round, and desired the lead to be hove; and on the officer of the watch reporting there was not any soundings with 80 fathoms of line, I delivered the following order in writing:—

‘*Memorandum.—January 28th, 1805.*

‘With the wind westerly lye-to with head to the southward till 4 A. M. and then to the northward; keeping the lead going every half hour, and acquaint me if there are soundings, or any alterations.

(Signed)

‘W. LAYMAN.’

“I then retired to my cot, and about 12 o’clock was called by the officer of the watch, and acquainted that he saw the lights of the squadron; but before I could get on my things, the officer came down the ladder, and said they were the lights at Cadiz; *at this time he appeared to me flurried*. I instantly went on deck, veered ship, and hove the lead; had ten fathoms the first cast, but only five before the vessel was round, and we veered on each tack as the water shoaled; for the night being dark, with heavy rain, and the alarm frequently given of rocks and shoals, it was impossible to anchor, or see our way out till day-light; when I must beg of our lordship to judge of my feelings, in finding we were within the enemy’s ships of war at anchor off Cadiz on one side, as well as the batteries and Fort Santa Catalina on the other, with the wind then blowing strong from the westward, and a very heavy swell; but I was determined the Raven should not be tamely surrendered, and by a press of sail not only cleared the

enemy's fort and batteries, but the ships and gun-boats; by carrying the vessel gunwale under, I beat her over the shoals, notwithstanding the fears and cries of many of the crew, *amongst whom was the boatswain*; and by 10 o'clock was to windward of San Sebastian, and laying up W. S. W. when the main-yard broke in the slings. From this serious accident, the vessel driving fast to leeward, obliged us to anchor on the Rota side, clear of the guns at Cadiz. At this time some gun-boats attempted to annoy us; but in defiance of all we rigged the main-boom for a main-yard, and were ready to make sail, for which we anxiously waited an opportunity, the wind having increased to a very heavy gale, with a tremendous sea, dark night, and heavy rain. As the vessel at first drifted with one anchor and cable down, we were now riding by two anchors and two cables an end upon each; but it was impossible for them to long withstand the violence of the wind and sea, and with one tremendous surge she parted from both. Sail was instantly set, and a last attempt made to work out; but shortly after she struck, when the despatches, signals, and all other papers of consequence, were thrown overboard by me, with two 32lb. shot, and some lead, to sink them, as it appeared now impossible to save the vessel, which was completely at the mercy of the wind, and heavy rolling groundswell; as, however, the flood-tide and indraught was setting strong, the close-reefed fore-top-sail was set on the cap; she was kept athwart the tide and swell, until a-breast a bight near Fort St. Catalina, by which the lives of all the people were saved except two, and even those would not have been drowned, had they not quitted the vessel contrary to my positive orders: for the gale being at its greatest height at the top of high water, when the vessel went on shore, and bilged in three places; she laid comparatively quiet as the tide receded; and as the wind had lulled considerably by low water, when the inner and heeling side was left dry, the people were enabled to land on a sandy beach.

*“After getting on shore, I conceived it necessary, from the circumstance of being prisoners, that inquiry should be made, whether the orders I gave had been complied with; and it appears, from the declaration of the quartermaster at the conn, man at the wheel, boatswain's mate of the watch, &c. that the lead had not been hove from the time I quitted the deck, and that when the lights were seen, the officer of the watch was below, and not then sober. Should the evidence of these people at the court martial correspond with their deposition so recently after, when the events are so fresh in their memory, I shall have to lament that an officer whom on former service I have had occasion to commend for his vigilance, should, from neglect, have been the cause of so fine a vessel being wrecked.*

“Of my own conduct on this trying occasion, it would be presumptuous in me, my Lord, to speak; but in this afflictive event, it is the greatest consolation, from the praise you have been pleased to give me, that on this occasion, when the eyes of all Cadiz were spectators, I have received the most honorable testimony from the very people that I was employed



against, as will appear by the accompanying letter from the Captain-General the Marquis de la Solano; and which is the more gratifying, as I was unacquainted with such intention until the letter was very handsomely conveyed to me by our late Consul-General, Mr. Duff.

“I am informed by the agent for prisoners of war, that an exchange will soon take place; after which I shall lose no time in bringing the officers and people to your lordship; and, in the interim, beg leave to assure you, that misfortune will not make me lose sight of my duty; and that in a great national object, which I know your lordship to have in view, I hope to make myself useful. I have the honor to be, &c.

(Signed) “W. LAYMAN.”

[TRANSLATION OF ESCLOSURE.]

“Cadiz, February 13th, 1805.

“Sir,—By the next post I shall forward to the Captain-General of Catalonia, the letter you sent me in your’s of the 8th instant, for Vice-Admiral Lord Nelson, since it only contains the loss of the English brig of war Raven, whose captain, in honor to truth, I must acknowledge, from what I saw myself, and what I heard from the most intelligent men employed upon the naval service of the King my master, *used all efforts imaginable that depended upon great exertion and good seamanship, to save the vessel, and manœuvred with the greatest skill and judgment.*

(Signed) “EL MARQUIS DE LA SOLANO.”

“To James Duff, Esq.”

Unfortunately for Commander Layman, he was advised by Lord Nelson, as an act of humanity, to cancel what he had written respecting the pusillanimity of his boatswain, the negligence of the master of the Raven, and the still more reprehensible conduct of the officer who had charge of the first watch on the night of Jan. 1805. “You will not be censured,” said Nelson; “but it will give an opportunity for ill-natured people to say you had no occasion to make this official statement; and, as it is the business of the president of the court-martial, by which you are to be tried, to find out all these things, I wish you would omit the passages reflecting on their conduct; but particularly that part relative to the misbehaviour of the officer of the watch, who will be sentenced to death, if your narrative, worded as it is at present, is laid before the Court.” To Commander Layman’s infinite astonishment, the Court declared that there had been a great want of necessary caution on his part, in approaching

the land; and adjudged him "to be severely reprimanded, and put at the bottom of the list" of all those who had attained the same rank as himself previous to the day of his trial, Mar. 9th, 1805. "I did not expect this," declared the heroic and humane admiral; "but it is all my fault; never mind, I'll get you over it." On the ensuing day, he wrote to the then head of the naval administration in terms as follow:—

*"Victory, at Sea, Mar. 10th, 1805.*

"My dear Lord,—I enclose some remarks made by Captain Layman whilst he was in Spain, after the very unfortunate loss of that fine sloop which your lordship was so good as to give him the command of. Your lordship will find the remarks flow from a most intelligent and active mind, and may be useful, should any expedition take place against Cadiz.

And, my dear Lord, give me leave to recommend Captain Layman to your kind protection; for, notwithstanding the court-martial has thought him deserving of censure, for his running in with the land, yet, my Lord, allow me to say, that his misfortune was, perhaps, conceiving that other people's abilities were equal to his own, which, indeed, very few people's are.

"I own myself one of those who do not fear the shore; for hardly any great things are done in a small ship by a man that does;—therefore I make very great allowances for him: indeed his station was intended never to be from the shore in the Straits, and if he did not every day risk his sloop, he would be useless upon that station. Captain Layman has served with me in three ships, and I am well acquainted with his bravery, zeal, judgment, and activity; nor do I regret the loss of the Raven, compared to the value of Captain Layman's services, which are a national loss.

"You must, my dear Lord, forgive the warmth which I express for Captain Layman; but he is in adversity, and therefore has the more claim to my attention and regard. If I had been censured every time I have run ships or fleets under my command into great danger, I should long ago have been out of the service, and never in the House of Peers. Believe me, my dear Lord, &c.

(Signed) "NELSON & BRONTE."

*"To Henry Viscount Melville."*

(ENCLOSURE).

*"Cadiz, February 21st, 1805.*

"My Lord,—Having, from a recent unfortunate event, been enabled to examine minutely into the present state of the fortifications, troops, and means of defence at Cadiz, the Carracas, Port Santa-Maria, and Fort

Sta. Catalina, I conceive it my duty to communicate my dear-bought observations, which I alluded to in my official letter to your lordship; and as your experience and former services against the Spaniards will enable you to decide on the practicability of obtaining possession of these places, with the whole of the fleet and arsenal, I shall take the liberty to sketch how so great a national object may be accomplished.

“The success of such an enterprise would depend much on promptitude and strict secrecy—no parade of an expedition should appear *before Cadiz*, nor any neutral ship be permitted to communicate intelligence; but the ships of war, with the troops on board, should make sail from the offing at the close of day, so as to anchor after dark between Rota and San Sebastian; the time that answers best for this, on account of the tide and dark nights, would be on the fifth or sixth day of the moon. Immediately the boats are ready, an advance party should paddle to where the Raven was wrecked, and proceeding under cover of a trench to the western part of Fort Sta. Catalina, escalate it, and get possession of the magazine, but, avoiding the use of powder, rely upon cold steel, until the enemy surrendered the fort, when a signal should be made for the van division to land in the bay to the westward of Port Santa-Maria, march to the northern part of that town, where there is no barrier, and surround the barracks containing the regiment of carbineers, the chosen cavalry of Spain, who, with all people bearing arms, should be secured in the Torre de la Vitoria. To avoid the exposure of our men by musketry from the houses, and prevent the disorderly conduct and plunder which the English committed in 1704, the troops should take post in an olive ground, which is entrenched, and completely commands the town. After bringing Santa-Maria to terms, a detachment should be sent to secure the bridges of the Guadalete and San-Pedro rivers, and another to take possession of Rota.

“Fort Sta. Catalina is not only of great importance, from being considered the key of the harbour, but from commanding the north shore; consequently the possession of it would secure an anchorage in the bay for the English fleet; and if the means of defence are not much increased before the attack is made, I have no hesitation to declare, that I will undertake, with 250 men, to put your lordship in possession of it; but should any extraordinary preparations on the part of the enemy prevent its being carried by surprise, it may be taken by the van division landing to the westward, and getting a battering train on the height which commands the fort: but this should not detain the troops on their way to Santa-Maria, which it is a great object to get early possession of, in order to cut off all supplies of provisions and fresh water to Cadiz. The rear divisions of the army should land before day-light near Torre-Gorda, or the small river of Arillo. The first object of the rear division should be to secure the post of Suazo bridge, which would not only insure a communication with the van division, but possession of Ysla-de-Leon, the naval arsenal at the Carracas, and Spanish ships there; and as Suazo is



the only place from whence resistance can be expected, it is presumed that the rear division, assisted by a naval force, will be able to carry Fort St. Luis and Matagorda.

“ If no alarm is given, the centre division should enter the bay of Caseta, in flat-bottomed boats, three hours before daylight, and, leaving a detachment to possess the batteries on San Sebastian, land on a sandy beach within thirty yards of the parapet, which in that part is so low, and in such condition when I was there, that by a coup-de-main any number of troops might readily have entered Cadiz; after which, the enemy's fleet at anchor off the city would not long contend with your lordship, as the guns of the fortress would be turned upon them.

“ Should this desirable object not succeed, the centre division should land on the south side of the isthmus, gain possession of Puntales, and the batteries of Corales; and when the heavy artillery and mortars are ready to open, Cadiz may be summoned; as, exclusive of your lordship's presence, which would prevent the animosity and jealousy which sometimes occur between sea and land commanders, I am convinced, from what I have seen and heard the Spaniards express, that there is not any thing that would so intimidate them, and speedily secure possession of the ships and arsenal, which they might be induced to surrender, in order to save so opulent a city from destruction: at all events, it would be humane to make the proposal; and I beg leave, my Lord, to suggest a cautionary measure of apprizing the enemy, that if they attempted to set fire to the ships or destroy the arsenal, *no quarter would be given.*

“ This being intended merely as an outline, to do away the necessity and expence of a blockading squadron, by obtaining possession of twenty-three sail of the line, &c. &c. I have not, in a measure of such magnitude, particularized the best construction and mode of arming small vessels to act against the enemy's gun-boats, &c., and cover the landing of the troops, previous to forming a moveable flank battery; therefore only beg leave to generally remark, that the description of vessels best adapted for this service, are such as are required for the Straits and Gibraltar; which your lordship has already done me the honor to so emphatically approve.

(Signed) “ W. LAYMAN.”

“ To Vice-Admiral Lord Nelson,  
 &c. &c. &c.”

Commander Layman returned from the Mediterranean fleet to Gibraltar, in the *Renown* 74, Captain Sir Richard Strachan, who, in a conversation respecting the court-martial by which his guest had been tried, and alluding to one of the officers who composed it, observed,—“ I was also a member, and can therefore communicate nothing; but —— is a bad-hearted man.” If we could, by any possibility, ascertain the name of the per-

son thus spoken of by Sir Richard, it should not be omitted : On the 27th Mar. 1805, the mercantile community of the rock thus addressed Lieutenant-Governor the Hon. ——— Fox.

“Sir,—It may not hitherto have been officially communicated to your Excellency, the strong representation made in last year by most of the principal merchants and inhabitants of this place materially concerned in the extension of its trade, so very beneficial to the mother country, in favor of Captain Layman, R. N., then commander of the Weazel brig of war, appointed to this station. That gentleman’s superior knowledge and information with regard to the tides and currents of this bay, and the whole of the Straits in general, from his long practice in going between this place and the Barbary and Spanish coasts, east and west, gave us all a superior satisfaction and security that we had not previously thereto experienced, by the terror he caused, and the unusual diligence he performed in keeping the enemies’ cruisers in general from annoying our trade.

“We now find Captain Layman here on his way to England, after the loss of a very fine sloop he commanded, the Raven, that was meant to be stationed here, and would have given us every protection. The formidable appearance and strength of the enemies’ cruisers at present in and about this bay and neighbourhood, requires the most serious attention and vigilance; not any provision that we know of has hitherto been made to obstruct such formidable enemies.

“We have therefore most earnestly to request your excellency, that after taking the fullest information from Captain Layman, of the best methods to be adopted to protect and keep open our communication with the rest of Europe, that we shall consider ourselves under particular obligations to your excellency, if you will strenuously recommend, countenance, and support Captain Layman’s application to have a particular command, for the purpose of protecting our trade, being assured his endeavours will be exerted for the general benefit; as under his directions, with suitable cruisers, we flatter ourselves he may be able to set aside all the formidable opposition which the enemy have provided towards annihilating our trade.”

Commander Layman arrived at Portsmouth in May 1805, and on the 5th Sept. following, Lord Nelson addressed a letter, which we shall now transcribe, to J. D. Thompson, Esq. nephew and private secretary to the then First Lord of the Admiralty.

“My dear Sir,—This will be delivered to you by Captain Layman, who, if he had not been a very active zealous officer, I am certain would not have lost his fine sloop, the Raven.

“The sentence of the court-martial, placing him at the bottom of the list, I have too much respect for such a tribunal to say a word about. But

this I will assert, that I consider Captain Layman as a most able, active, brave, and zealous officer; and that the sentence of the Court has neither altered my public or private opinion of his great merits; the loss of the services of men of such rare abilities is to be lamented by the country. My wish at present is, to place Captain Layman well with Lord Barham, and that his lordship may possess my opinion of him."

During Nelson's short stay in England, after pursuing the combined fleets of France and Spain to and from the West Indies, he was desired by the Admiralty to submit his ideas of the best description of naval force to be employed at Gibraltar; strong representations having been made to Government of the depredations committed by French and Spanish cruisers in the Gut. His plan was, the formation of a naval brigade; and he warmly recommended that it should be placed under the direction of Commander Layman, who thus concludes his memorandum of services, dated Aug. 29th, 1817:

"Although I was taken by Lord Nelson to the Admiralty, and a promise given to send me out to the Mediterranean, yet the next month terminating his lordship's glorious career, the promise was forgot, and my offer of service rejected. As, however, the premature decay of our ships of war was making rapid strides, and I had succeeded in a discovery of preparing forest trees for *immediate* use, as well as increasing the strength and duration of timber and ships, I expressed a willingness to disclose the discovery, on condition, that as much depended on the performance of the measure, if the principle was adopted, I should have the direction of the execution; which met with so mortifying a reception, that if guided by my feelings, I should not have renewed the subject: but considering the matter to be of the greatest national importance, I conceived it would be supine in me to give it up from a sneer, and unfounded assertion, which might proceed from the assumption of an individual only; or if opposed by a body, from prejudice, which was the case for years against the coppering of ships, it might be ultimately removed by the evidence of facts. I trust it cannot be considered improper, when an officer is desired to state his services, to shew what he is farther able and willing to do. Therefore, in a public point of view, on so important a subject as the means of supporting our navy, I beg to submit to inspection two pieces of the Scotch larch, with which a ship is about to be built at Woolwich. The specimens were originally in one piece, till separated by the saw; the one in its natural state, with the cause of decomposition remaining, weighed 496 oz. per cubic foot, broke with 466 lbs.; the other, after having 22 oz. per cubic foot of corruptive matter removed, and the cohesion of the wood increased, as may be seen by its durity, sustained 728 lbs.; the advantages require no com-



ment; and although timber cannot in any way be so well or so speedily prepared as in a few days when the tree is standing, yet as the principle is applicable to all timber, durable ships may be more readily built than those prone to rapid decay; and I yet hope to be the humble means of rendering that service."

In 1812, the following correspondence took place between this officer and Viscount Melville :

" April 9th, 1812.

" My Lord,—The late Lord Melville, when at the head of the Admiralty, having been pleased to encourage a plan I had suggested for arming cruisers in the Straits of Gibraltar, by ordering the *Raven* to be fitted for that service in the manner I had proposed, fitted with circular traversing flank guns, and Chinese sculls, and appointing me to the command; which vessel having been unfortunately lost, and the circumstance attending the loss not fairly brought before the court-martial, a very harsh sentence was passed upon me; I take the liberty of enclosing to your lordship the copy of a letter from the commander-in-chief, the late Lord Nelson, to whom the misstatement was fully known; trusting that it will not be considered an unfavorable introduction of me to your lordship\*.

" The particular object of my present application is to represent to your lordship, that I had frequent confidential conversations with the late Lord Nelson on naval matters, particularly the evils which arose from the short duration of our ships of war, and the desirable object of obtaining an ample supply of more durable timber: it was intended by his lordship that I should communicate with the late Lord Melville on these points, and on the means of bringing the resources of Malabar into action; being subjects on which it is well known the active mind of that distinguished character was most ardently engaged; but as the late Lord Melville was not in office when I reached England, the intention was frustrated. The subject, however, must be admitted to be of the greatest national importance, both in point of maritime strength and finance. I have therefore been preparing a memoir, with a view of having the subject brought before parliament; but as your lordship may perhaps deem the matter deserving of previous investigation, I beg leave to state, that if proper encouragement is given, I shall be happy to lay before your lordship the most valuable and important information; having, from observation and actual experiments, ascertained a mode by which the strength of *all* timber may be much augmented and preserved from decay, and thereby the duration of ships much increased, which may be readily proved by the building of a frigate as a test.

(Signed)

" W. LAYMAN."

" To Robert Viscount Melville, First Lord  
of the Admiralty."

---

\* See p. 331.

“ *Admiralty, 11th April, 1812.*

“ Sir,—I have received your letter of the 9th instant, enclosing a most satisfactory one from the late Lord Nelson, and I shall be happy to receive any communication you may have to make on the subject of your experiments on timber. (Signed) “ MELVILLE.”

“ *To Captain Layman.*”

“ *April 18th, 1812.*

“ My Lord,—I was honored with your lordship’s letter on the 14th instant, inviting me to communicate my experiments on encreasing the strength and duration of timber, and in consequence beg leave to enclose a PROSPECTUS \*, containing the heads of the information I shall be enabled to lay before your lordship.

“ This subject has been the principal object of my research, both at home and abroad, for many years, and all the knowledge I have acquired, from observation and study, of a matter so closely combined with the maritime strength and finances of the United Kingdom, I am ready to communicate freely for the benefit of my country; and which I should prefer to any gain I might derive from an exclusive patent, or by imparting the invention to other nations. But as every one has a fair and just claim to expect that his talents or his industry should be rewarded, in proportion to the advantages which the public or individuals derive from them, I trust it will not be considered by your lordship as improper on my part to premise, that before I make any disclosure of this discovery, I shall hope to receive some assurance, that if the principle of the plan proposed is approved, I may rely upon receiving public recompense by promotion, and such suitable employment, as under the direction of the Lords Commissioners of the Admiralty, may successfully effect the great and desirable object of extricating the country from dependence on foreign powers for the means of supporting our navy, by reducing the consumption of timber to the least possible expenditure, and by increasing its duration, &c.; as well as providing within ourselves a future permanent supply, equal to such expenditure. (Signed) “ W. LAYMAN.”

“ *To Robert Viscount Melville.*”

“ *Admiralty, 21st April, 1812.*

“ Sir,—I have to acknowledge the receipt of your letter of the 18th instant, enclosing a Prospectus on the improvement of Forest Trees.

“ I am much obliged to you for laying before me the general outline of your plan, and perfectly agree with you, that every individual is entitled to reward, in proportion to the advantage which the public may derive from his talents or industry; but as I do not feel myself at liberty to hold out to you any expectations of promotion or employment, as a recompense

---

\* The substance of this Prospectus is inserted in Nicholson’s Philosophical Journal, for May, 1813.

for your discoveries, I should suppose you would prefer making application for an exclusive patent, or pecuniary reward.

(Signed) "MELVILLE."

"To Captain Layman."

"April 28th, 1812.

"My Lord,—I deeply lament that your lordship should not feel yourself at liberty to hold out any expectation to me of promotion and employment.

"However, as the door appears to be shut against the claims I might produce to that rank and situation which I should have preferred to any pecuniary reward; and as I am desirous of communicating my discovery for the public good, instead of reserving the benefit of it to myself, by an exclusive patent, I beg leave to represent to your lordship, that if the general outline should be considered by Government as deserving of attention, I am ready to submit all my information and experiments on the subject to the investigation of a competent committee; it being understood, that if upon investigation the principle of the plan proposed should be approved, and considered of national utility, I shall be entitled to an adequate remuneration.

"I beg leave to add, that it would be most agreeable to my feelings as the inventor, and I should hope most consistent with the public advantage, that such remuneration should be derived from my being nominated to an honorable station in the superintendance of the execution.

(Signed) "W. LAYMAN."

"To Robert Viscount Melville."

"Admiralty 1st May, 1812.

"Sir,—I have received your letter of the 28th ult. requesting that your information respecting the improvement of timber should be submitted to the investigation of a competent committee; and I have to inform you, that the Board of Admiralty, although obliged by the readiness you have shewn to make known the details of your experiments, do not conceive that they are likely to be of that public advantage as to make it advisable to adopt the measure you suggest.

(Signed) "MELVILLE."

"To Captain Layman."

"9th July, 1812.

"My Lord,—Although your lordship's reception of the Plan which I had the honor to submit to you, for the improvement of timber, &c. might induce me to apprehend that any farther application on that subject may be deemed intrusive; yet having since that time demonstrated the reality of my discovery before the Board of Agriculture, and several members of both Houses of Parliament, I beg leave to enclose the result of the experiments, as recorded in the Minutes of that Board, for your lordship's consideration, as a subject connected with the welfare of the Navy and the State:—



(MINUTE.)

*'Board of Agriculture, June 2d, 1812.*

' The Board adjourned, to examine some experiments made by Captain Layman, on the preparation of forest trees for immediate use on being felled, by which the specific gravity is reduced, and the sap (or embryo) wood rendered useful, as well as the strength and duration of the timber considerably increased. The following is the result:—

' 1. Poplar (Lombardy), cut from a tree in a growing state, broke with 336 *lb.*

' 2. Poplar (Lombardy), counterpart piece of ditto, *prepared*, in three hours, bore 368 *lb.*\*

' 3. Seasoned English oak, broke with 784 *lb.*

' 4. Seasoned English oak, *prepared*, bore 902 *lb.* This piece, when broken, proved to be naturally defective internally; but a sound piece, prepared by Captain Layman, appeared to have sustained 1007 *lb.*

' 5. Sap or embryo wood of oak *prepared* and *preserved*, bore 930 *lb.*

' 6. Counterpart piece of ditto in its natural state, broke with 536 *lb.*

' 7. Common white deal, in its natural state, broke with 339 *lb.*

' 8. Counterpart piece, *prepared* and *preserved*, bore 508 *lb.*

' *Note.*—Specimens were produced by Captain Layman to the Board, of the matter composing the decomposition of wood.'

"The rapid decay of our ships of war, particularly exemplified in the recent instance of the Queen Charlotte (which was in a state of rottenness in less than twelve months), having become a matter of serious consequence, I have ascertained a mode by which not only the cause of such premature decay may be removed, but the progress of dry rot prevented; which I am prepared to prove, should your lordship think proper to direct a piece of the most decayed, and a piece of the soundest timber of the Queen Charlotte to be delivered to me. I have been induced to trouble your lordship with this letter, from feelings strongly impressed with the great advantages which would result by increasing the duration of ships, and decreasing the consumption of timber; but should my plan not be thought deserving the attention of the executive naval government, I cannot satisfy my own mind that it should be lost to the public, and shall therefore have it submitted to the consideration of Parliament.

(Signed)

"W. LAYMAN."

"To Robert Viscount Melville."

---

\* "This experiment was made to show in how short a time wood could be prepared for use from a growing tree; but a young standing Weymouth pine, which was experimented upon with a view to masting timber, and which was three days in preparing, had not only all its corruptible juices withdrawn, by which its weight was reduced, but its strength increased from 243 to 450."

“ *Admiralty, 10th July, 1812.*”

“ Sir,—I have received your letter of yesterday’s date, and I have transmitted it to the Board for consideration.

(Signed)

“ MELVILLE.”

“ *Captain Layman.*”

On the 11th of the same month, the Secretary of the Admiralty wrote to Commander Layman as follows:—

“ Sir,—The Viscount Melville having laid before my Lords Commissioners of the Admiralty, your letter to his lordship of the 9th instant, detailing the result of certain experiments which had been made with the preparation invented by yourself for increasing the strength of timber, and preventing the appearance or progress of the dry rot therein; I am commanded by their lordships to acquaint you, that they have given directions to the Navy Board, for two pieces of the wood of his Majesty’s ship the *Queen Charlotte*, the one in the soundest, and the other in the most decayed state, to be furnished to you, as you have desired, in order to its being subjected to the trial that you propose to make.

“ My lords have, however, directed me to add, that having given directions for making experiments with regard to this matter upon certain plans that have been offered to them, with a reasonable prospect of success, their lordships see no reason to give you any trouble upon the subject in question; especially as your statements do not materially differ from those which they have already received, and upon which the experiments are founded; but, with reference to the last paragraph of your letter, my lords have directed me to inform you, that they have not any objection to your laying your plan before Parliament.

(Signed)

“ J. W. CROKER.”

“ *To Captain Layman, R. N.*”

In August 1812, Commander Layman again entered into a correspondence with the Admiralty:—

“ Sir,—Having demonstrated before the Navy Board the facts annexed, as proofs of preserving timber from decay, increasing its strength, and also submitted specimens to shew the practicability of preparing forest trees, so as to remove the cause of premature decay, and thereby render them fit for immediate conversion on being felled; as well as a mode of giving to wood the pliability required in naval architecture for thick stuff and plank, without the evil consequences which accelerate decomposition when the timbers are covered in with boiled plank, or the injury received by burning; I was desirous to establish the fact upon a more enlarged scale, by the building of a frigate or any other ship, as a test of increased strength and duration; but as the Navy Board informed me, ‘that if they had the inclination they had not the power,’ I am induced to request you

will submit the circumstances to the determination of the Lords Commissioners of the Admiralty; as, should their lordships think proper, ships may not only be built of increased strength and duration, but I am ready to prove, that other English timber, as well as oak, may be rendered superior to what is precariously obtained at great expence from foreign countries. I am Sir, &c.

(Signed) "W. LAYMAN."

"J. W. Croker, Esq."

"Admiralty-Office, 22d August, 1812.

"Sir,—Having laid before my Lords Commissioners of the Admiralty, a report from the Navy Board of yesterday's date, upon your letter of the 14th inst. relative to your plan for the preservation of timber, I am commanded to acquaint you, that their lordships do not think it necessary that you should give yourself any farther trouble on the subject.

(Signed) "J. BARROW."

"To Captain Layman, R. N."

Shortly after this, Commander Layman addressed the Navy Board as follows:—

"Gentlemen,—The evils which arise from the rapid decay of our ships of war, cannot but occasion me to regret, that my endeavours to verify the facts upon a more enlarged scale—of the practicability of preparing forest trees for immediate conversion, as well as increasing the strength and durability of all timber, by the building of a ship as a test of duration, should not have been considered as a proper object for the officers in that department to recommend, when the subject was referred from the Admiralty to the Navy Board; particularly, as exclusive of the premature decay that I observed to have commenced on the *outer side* of the timbers of the Queen Charlotte, next to the boiled plank, which being excluded from light and air, accelerated fermentation and putrefaction, thereby promoting decomposition, I was forcibly struck with the pernicious effect which the gallic acid contained in the oak, and acting upon an iron bolt, had produced on the timber in not more than two years. This corrosion, although different in its action, and not so rapid in its progress as the rot, is equally destructive to the timber, and a great cause of the frequent and large repairs our fleet requires; as iron, from its strength, is in many parts of a ship indispensable.

"I exerted myself to discover a mode by which this evil consequence might be prevented, by preserving iron from corrosion, and was proceeding with every prospect of success, as two of my experiments had not contracted any rust whatever, although one had been immersed in a liquid much more acrimonious than is contained even in the timber of Brazil, which it appears is about to be introduced: but great was my disappointment; and I cannot but lament that all my labours and expence for twenty years, to acquire the means of increasing the duration of our navy, so obvi-



ously important in its consequences, by materially decreasing the consumption of timber and demand for ships, should have been rendered abortive by *opinion only*, without test by comparison. I am, &c.

(Signed)

“ W. LAYMAN.”

In December, 1812, the experiments on timber carried on at Woolwich by a Mr. Lukin, under the immediate direction of the Admiralty and Navy Boards, as stated in Mr. Croker's letter of July 11th, 1812, “ *with a reasonable prospect of success,*” was rendered conclusive, as the timber exploded, the building and part of the dock-yard wall was blown up, and several men killed and wounded. In Jan. 1813, Commander Layman published the “ *Precursor*” to a work which he was then employed in compiling, entitled “ *An Outline of Maritime History, with General Events, from the Creation of the Universe to the termination of the French Revolutionary War, 1814-15; including a particular account of the State and Condition of the British Navy at the latter period; with a Supplemental Memoir on Forest Trees and Timber, as connected with the Naval Power and Prosperity of the United Kingdom; containing an Exposé of a discovery for speedily preparing Forest Trees for immediate conversion and service, by removing the Cause of premature Decomposition, and increasing the Strength, as well as Duration of Timber—thereby furnishing the means to prevent the possibility of rapid decay by Dry-rot, or otherwise, in Ships, and all Structures wherein Wood is used: demonstrated by actual experiments.*”

During the sitting of Parliament, in 1813, the rotten condition of our navy was stated in the House of Peers by Earl Darnley, who noticed the neglect of Captain Layman's proposal to prevent the evil in future; said that, “ if any one wished for information on the subject, he should read the ‘ *Precursor* ;’ and hoped the noble lord at the head of the Admiralty would pay due attention to the subject,” intimating, that otherwise he should bring the matter before their lordships. Viscount Melville, in reply, stated, that the Admiralty were at all times disposed to attend to this subject. But as no notice whatever was taken by the next session, Captain Layman thus addressed the First Lord :—

“*May 3d, 1813.*”

“My Lord,—I have the honor to inform your lordship, that having completed a series of experiments on improving the timber of Great Britain, as well as what is produced in the provinces, I am about to solicit Parliament for a Committee to inquire into the practicability and advantages of my discovery, in augmenting the strength and duration of timber; thereby decreasing the consumption, and preventing the rapid decay of our ships of war.

“With this view, I am desirous to have the subject introduced upon its own bottom, totally distinct from party; and which having solely for its object the support of our naval power, I earnestly hope and trust will have the sanction of the marine minister.

(Signed)

“W. LAYMAN.”

“*Robert Viscount Melville.*”

(ANSWER.)

“*Admiralty, 6th May, 1813.*”

“Sir,—I have received your letter of the 3d instant, acquainting me of your intention of bringing the subject of your experiments on the improvement of timber for the navy under the consideration of Parliament; and such steps will no doubt be taken in regard to the objects you have in view, as may be thought expedient by the House to which you may address your petition.

(Signed)

“MELVILLE.”

Commander Layman next addressed the Admiralty on the inadequacy of our frigates to contend with such ships as those in the service of North America, the tonnage of the latter being equal, and the broadside weight of metal even superior, to many British third-rates. His memorial on the subject of preparing forest trees for immediate service was presented to the House of Lords, by Earl Darnley, in June 1814; and to the Commons, by Mr. Charles Forbes, in April 1816; on which latter occasion, an official personage, now deceased, observed, that he “should not object to the petition being laid before the House, but he wished to repel any insinuation that the Admiralty had been guilty of neglect. The truth was, that so many proposals of this nature were laid before them, that they would not be justified in accepting every one; the present, however, had by no means passed unnoticed.” Commander Layman subsequently published a valuable pamphlet, entitled “*The Pioneer, or Strictures on Maritime Strength and Economy;*” containing remarks on British Sea-

men and Impressment; suggestions for decreasing the demand on public revenue, and the consumption of materials, by increasing the duration of ships and efficiency of the navy; syllabus of a work entitled *Outlines for a Maritime History, &c. &c.* He is said to have terminated his existence in the year 1826.

---

### EDWARD WILLIAMS (*b*), Esq.

OBTAINED his first commission in 1796; served as lieutenant on board Nelson's flag-ship, at the battle of Trafalgar; and was promoted to his present rank on the 24th Dec. 1805.

---

### JOHN YULE, Esq.

SERVED as one of Nelson's lieutenants at the battle of Trafalgar; obtained his present rank on the 24th Dec. 1805; and was appointed to assist in superintending the Ordinary at Plymouth, June 27th, 1828.

---

### JOHN LANGDALE SMITH, Esq.

WAS born in 1767; made a lieutenant in Nov. 1790; promoted to the rank of commander on the 14th Jan. 1806; and granted the out-pension of Greenwich Hospital in May, 1821. He died at Westminster, Oct. 30th, 1827, after a distressing illness of four years.

---

### WILLIAM ROGERS, Esq.

WAS first lieutenant of the Diamond frigate, Captain Thomas Elphinstone, at the capture of the Spanish corvette *Infanta Carlos*, with a valuable cargo, and 120,000 dollars in specie, from the Havannah bound to Corunna, in Dec. 1804. He obtained his present rank on the 22d Jan. 1806; and subsequently acted as flag-captain to the late Sir Edwin H. Stanhope, in the *Thisbe* 28, armed *en flûte*, stationed in the River Thames.

---



### JAMES MANDERSON, Esq.

AUTHOR of "A Letter addressed to the Prime Minister, and First Lord of the Admiralty, on the Extension of the Naval Establishments of the Country." "An Examination into the true Cause of the Stream running through the Gulf of Florida." And "Twelve Letters addressed to the Right Hon. Spencer Perceval; on the Magnitude of the British Navy, the Importance of Falmouth Harbour, &c. &c." This officer was made a lieutenant in 1795; after which he appears to have been principally employed in receiving and prison ships. He obtained his present rank on the 22d Jan. 1806.

---

### WILLIAM BARNHAM RIDER, Esq.

WAS made a commander on the 22d Jan. 1806; and employed for a considerable time afterwards, in the Challenger sloop, on the Channel and other stations. On the 20th Nov. 1810, he lost his commission, by the sentence of a court-martial, for having returned home with despatches from the Lieutenant-Governor of Curaçoa, without obtaining the previous authority of the naval commander-in-chief at Jamaica; but the Court being strongly impressed, that, in the commission of this offence against professional etiquette, he had been misled by error of judgment, arising from the best motives for the welfare of his King and Country, earnestly recommended him to the favorable consideration of the Admiralty. He was consequently restored to his former rank in Mar. 1811.

---

### JAMES GALLOWAY, Esq.

WAS made a lieutenant in 1799; presented with the Turkish gold medal for his services during the memorable Egyptian campaign; promoted to his present rank on the 22d Jan. 1806; appointed to the command of the Irish Sea-Fencible Service, Killybegs district, in 1809; and removed from thence

to-the Princess receiving-ship, at Liverpool, in 1810. His next appointment was, Dec. 19th, 1812, to the Despatch of 18 guns, in which sloop we find him very actively employed at the siege of St. Sebastian's, in 1813. He subsequently commanded the Penelope frigate, armed *en flûte*, and had the misfortune to lose that ship in a snow-storm, when proceeding to Quebec, April 30th, 1815. The following narrative of this disaster is given by an officer who was then serving under his command :

“ We had a favorable passage from Spithead to the Banks of Newfoundland, where we met with ice, fogs, and S. E. gales. On the 27th April, 1815, we entered the Gulf of St. Lawrence ; and on the 29th, saw the coast of Lower Canada, about Cape Rozeare, wind north. On the 30th, we stood to the eastward till the ship broke off to the southward of east ; then tacked and stood for the Canadian shore. At sun-set, the ship lay a good course to clear all the land, had not a strong current (unknown to us) been setting in from the S. E. ; the weather being thick and cloudy, the lead was kept going, the master ordered not to leave the deck, and the watch to keep a good look-out. At 8 P. M., we sounded in 71 fathoms ; and, thirty minutes afterwards, the Penelope was hard and fast : at the moment of her striking on the rocks, Captain Galloway and his first lieutenant were looking at the chart ; the line was passing forward, and the ship going about four knots ; heavy snow falling, and the wind blowing fresh from N. E.

“ The helm having been put down and the sails thrown a-back, the quarter-boats were lowered down and sent away with the stream-anchor, which was dropped on the weather quarter, in six fathoms ; the bower anchors were then cut away, in order to lighten the ship forward, but on heaving at the capstan, the stream anchor was found not to hold ; and the wind, snow, and cold soon increased to such a degree, that it was with difficulty the crew could be kept on deck, to hoist out boats, and perform other necessary duties ; some of them actually got into their hammocks : at midnight, the ship was striking very heavy ; and before day-light, the orlop-deck was already full of water.

“ All hopes of saving the ship being now at an end, the masts were cut away to ease her, and four successive attempts made to carry the end of a small hawser to the shore ; the first boat sent on this duty was swamped and stove long before she got near the shore ; and as none of the others returned, the situation of all on board the Penelope became very alarming : it was almost impossible to stand upon the deck ; the quarter-deck beams were already giving way ; and the sea, breaking into the captain's cabin, destroyed a few bags of bread, the only article of provisions which there had been time to remove from below ; our remaining

boats were the pinnace, gig, and jolly-boat ; but the latter was still on the booms, from whence we could not remove her.

“ Captain Galloway being much exhausted, and suffering greatly from rheumatism, was at length prevailed upon to go in the pinnace, with as many men as she could possibly carry, and the end of another hawser to be made fast on shore ; scarcely, however, had she cleared the lee of the ship, when a sea half filled her ; and shortly afterwards she was thrown empty upon a rock, leaving Captain Galloway and his companions no other means of reaching the shore than by clinging to oars and swimming. Lieutenants Benjamin Hooper and John Massey, with eighteen men, followed in the gig, and landed without any accident ; but this boat was also unfortunately upset and stove when making a second trip from the ship to the shore, on which the snow was then lying four feet deep.

“ By the latter disaster, about forty poor fellows, still on the wreck of the *Penelope*, were deprived of their last hope ; some of them, indeed, endeavoured to save themselves on gratings, &c. but not one succeeded : the prospect of those on shore was almost equally deplorable, and several hours elapsed before any thing eatable was brought to us by the waves. In the mean time we employed ourselves in making tents with branches of trees and wet blankets, and succeeded, after much perseverance, in kindling a fire.

“ The whole of that day we were truly miserable : the cries of the poor sufferers on the wreck were lamentable beyond description ; and when night approached they were, if possible, still more dreadful : they were often heard to call the captain and officers by name, to send them assistance, which it was not in human power to render. About midnight, loud screams and three tremendous crashes were distinctly heard, and shortly after all was silent : at day-light, the ship was observed to be in three separate pieces, and all on board perished, except David Bruce, seaman, who, with great difficulty, got on shore almost lifeless.

“ On the 2d May, forty-seven men and boys deserted us, after plundering every trunk that was washed on shore : the remaining part of the survivors hauled the boats up, and began to repair them in the best manner they could ; sails were made from two studding-sails, which were providentially thrown into our possession ; a cask of flour was converted into dough, and every preparation began for proceeding to Quebec. On the 3d, a Canadian boat passing near us, was detained, and from the information given by her crew, Captain Galloway decided upon proceeding to Gaspee Bay. With the assistance of the Canadians' cooking utensils, all the pork that could be found was dressed ; and on the 6th, the weather having moderated, the boats were launched, and all hands embarked—the total number 68, including two women. The wind was light, but favorable ; and with the help of our oars, we got to Great Fox River that night, where we were hospitably entertained with potatoes in an Indian hut. Next morning we sailed for Gaspee Bay, and in the evening reached Douglas Town.



After resting a few days, we walked nine miles over the ice, to where three transports lay, leaving the sick behind. Captain Galloway hoisted his pendant on board one of the transports, and divided the officers and men equally amongst the three. In seven days afterwards, the state of the ice enabled us to drop down to Douglas Town, when we found that one of the sick had died and two deserted. On the 23d, we arrived at Quebec, up to which time many of us had not had a change of clothes of any description. Many of the men had been frost-bitten in the feet and hands; some have lost their toes, and ten have been in consequence left behind at the hospital."

On the 24th July, 1815, a court-martial, assembled at Portsmouth, decided that the loss of the *Penelope* was occasioned principally by the state of the weather, and the set of the current: that Mr. William Honnor, the master, was not sufficiently attentive to the situation of the ship a short time previous to her running ashore, and did adjudge him to be placed at the bottom of the list: that due attention was not paid by Captain Galloway and the first lieutenant (B. Hooper), to the safety of the ship's company, by their neglecting to make proper arrangements for getting them on shore; and that great blame was therefore also imputable to the said Captain Galloway and the first lieutenant. The Court thereupon adjudged Captain Galloway, in consideration of his having been afflicted with rheumatism, to be only reprimanded; Lieutenant Hooper to be severely reprimanded; and that no blame was imputable to the other officers and ship's company, except Walter Howell, who for drunkenness, disobedience of orders, mutiny, and desertion, was sentenced to receive five hundred lashes. Captain Galloway obtained the out-pension of Greenwich Hospital in Feb. 1830.

---

### WILLIAM BALFOUR, Esq.

WAS a midshipman of the *Irresistible* 74, Captain (now Sir George) Martin, and wounded at the battle off Cape St. Vincent, Feb. 14th, 1797. He obtained his first commission in 1801, and received another wound while serving as senior lieutenant of the *Cleopatra* frigate, in her desperate action

with *la Ville de Milan*, French national ship of very superior force, Feb. 16th, 1805, on which occasion, he is officially represented to have rendered his captain "every assistance that could be expected from a good and zealous officer\*." He was promoted to his present rank on the 22d Jan. 1806; and subsequently appointed to the command of the *Cockatrice* and *Woodlark*, sloops.

---

### GEORGE MANNERS SUTTON, Esq.

SON of the late Colonel John Sutton, formerly of the Guards, who was the eldest surviving son of Lord George Manners Sutton, and a grandson of John (third) Duke of Rutland.

This officer was made a lieutenant about Aug. 1803; promoted to the command of the *Oberon*, 16-gun sloop, Jan. 22d, 1806; and removed from her to the *Derwent* 18, in April, 1810. In the former vessel he captured the French privateer *Ratifa*, of 14 guns and 38 men, on the North Sea station.

---

### JOHN SANDERSON GIBSON, Esq.

WAS made a lieutenant in 1791, and served as first of a line-of-battle ship at the capture and destruction of a French squadron, by Sir John T. Duckworth, near St. Domingo, Feb. 6th, 1806 †. He obtained his present rank on the 2d April following; and subsequently commanded the *Fury* bomb and *Sarpen* sloop, on the Downs and North Sea stations.

---

### SAMUEL CLARK, Esq.

WAS also a first lieutenant at the battle near St. Domingo, and promoted on the same day as the above officer. In Sept.

---

\* See Vol. I. Part II. p. 834.

† See Vol. I. Part I. p. 261.

1808, he was appointed to the command of the Rolla sloop; and on the 6th Oct. 1811, he captured l'Espoir French privateer, of 16 guns and 50 men, off Fecamp.

---

### WILLIAM LANDLESS, Esq.

COMMISSION as commander dated Aug. 15th, 1806. He died in the year 1826.

---

### RICHARD WILLIAM PARKER, Esq.

DISTINGUISHED himself on many occasions, and received several severe wounds, whilst serving as lieutenant of the Speedy sloop, successively commanded by Captains Jahleel Brenton and Lord Cochrane, on the Gibraltar station, in 1799 and the two following years\*. Although highly praised by both those distinguished officers, in their several public letters, and most strongly recommended by the latter for promotion, after the capture of El Gamo, he did not obtain the rank of commander until Aug. 15th, 1806; Earl St. Vincent not considering, as he intimated to his lordship, that "*an action in which only three men were killed on the side of the British, was of sufficient importance to entitle Lieutenant Parker to advancement.*" This shamefully treated gentleman died at Limerick, in the year 1824.

---

### CHARLES CLARIDGE, Esq.

Is said to have served as fifth lieutenant of the Defence 74, Captain John Peyton, at the battle of the Nile; but his first commission did not bear an earlier date than Sept. 11th, 1799. He obtained the rank of commander on the 22d Sept. 1806; and an appointment to the Driver ship-sloop, on the Halifax

---

\* See Vol. II. Part I. pp. 262—264; and Suppl. Part I. p. 120 *et seq.*



station, about April, 1807 ; but was superseded in the command of that vessel, for misconduct when in presence of an enemy, on the 10th Feb. 1809 \*.

---

### THOMAS HEDDINGTON, Esq.

WAS made a lieutenant in 1795 ; promoted to his present rank on the 25th Sept. 1806 ; and appointed agent for prisoners of war at Valleyfield, near Edinburgh, in 1811. He afterwards superintended the impress service at Lynn.

---

### WILLIAM JAMES HUGHES, Esq.

WE first find this officer's name mentioned in an official letter written by the commander of the Scourge sloop, dated off the Texel, Jan. 11th, 1804, and addressed to Rear-Admiral (now Sir Edward) Thornbrough ; of which the following is an extract :—

“ Sir,—I have the honor of informing you, that in execution of your orders, on my arrival off the Vlie Land, I spoke the Prussian from Amsterdam, who informed me, that a large ship, with prize colours flying, was lying in the Vlie Roads, waiting for a wind to proceed up the passage ; and that he understood from the pilots she was an English ship, laden with naval stores. Considering, that to deprive the enemy of a ship of that description was of material consequence, I determined on attempting to cut her out ; for which purpose, after dark, H. M. sloop was anchored in the Stadt Mille Passage, in  $4\frac{1}{2}$  fathoms water, and within musket-shot of the shore, ready to co-operate with the boats, which were detached about midnight, under the direction of Lieutenant William James Hughes, the senior officer ; and with such good order was the attack conducted by him, that the ship was boarded and brought out, although lying immediately under the batteries, and mounting herself eight guns, without the smallest loss ; she proves to be from Memel, laden with timber, 400 tons burthen, taken by l'Union Dutch brig privateer, on the coast of Norway.

(Signed) “ W. WOOLDRIDGE.”

---

\* See Vol. II. Part I. p. 147 *et seq.* ; also *James's Nav. Hist.* vol. v. pp. 218—222 ; and *Brenton's ditto*, Vol. iv. p. 375 *et seq.*

On the 14th Aug. 1806, Lieutenant Hughes, then commanding the Phosphorus fire-brig, was severely wounded in the left hand, under the highly creditable circumstances stated in his official letter to Vice-Admiral Holloway, of which we shall here give the copy :—

“ Sir,—I have the honor to acquaint you, for the information of the commander-in-chief, that in pursuance of orders from the Lords Commissioners of the Admiralty, proceeding to join the Channel fleet, I yesterday morning at day-break, the Isle of Wight bearing north, eight leagues, perceived a large lugger pierced for sixteen ports, but mounting, apparently, only twelve guns, and full of men, in chase of us. At 5-10 A. M., after hailing him, and receiving an order to strike, or he would sink us—commenced engaging him. At 5-20, the enemy laid us alongside, with three cheers, and from his superiority of men, there being, as near as we could judge, from seventy to eighty of them, attempted to carry us by boarding; but such was the brave and determined resistance of the few men I had under my command, that after lying five and forty minutes alongside of us, and after an action of one hour and ten minutes, he made sail, and sheered off. The moment we could get the brig wore, we made all sail in chase of him; but finding it impossible to come up with him, and having the sails and rigging much cut, with a number of men wounded, and no surgeon or assistant on board, I bore up and made all sail for the Downs, which I hope will meet the approbation of the commander-in-chief and yourself.

“ The superior force with which we were engaged, will, I trust, speak sufficiently of itself for the bravery of the few men in His Majesty’s brig, consisting in all, officers included, but of twenty-four, with four twelve-pound carronades, one of which was rendered useless a short time after the action commenced, by the breeching and gooseneck breaking.

“ I cannot pass over the great assistance I received from Mr. Thomas Hester, acting second master, without mentioning it in this public manner. I am sorry to say he is in the list of wounded, but not dangerously.

“ Enclosed I have the honor to transmit a list of the wounded\*, which, though great, cannot come near that of the enemy, numbers of whom were seen to fall in every direction. I have the honor to be, &c.

(Signed)

“ W. J. HUGHES, Lieut. and Com.”

This gallant officer was promoted to the rank of commander on the 25th of the ensuing month; appointed agent for prisoners and transports, at Jamaica, in July 1807; and

---

\* Eight (including himself and Mr. Hester), the whole of whom, except one man, very severely.

granted a pension for his wounds (since increased to £150 *per annum*), May 15th, 1809. He also, we believe, received a very handsome sword from the Patriotic Fund.

---

### WILLIAM LOVE, Esq.

YOUNGEST son of the late Mr. Thomas Love, R. N. by Sarah, sister to Lovell Pennell, Esq. the paternal grandfather of Mrs. John Wilson Croker.

This officer was born at Topsham, co. Devon, in April 1764; and entered the navy in Mar. 1778, as midshipman on board the *Hyæna* frigate, Captain (afterwards Commodore) Edward Thompson; in which ship he visited the coast of Africa; witnessed the close of the battle between Vice-Admiral Byron and the Count D'Estaing, off Grenada, July 6th, 1779; accompanied the fleet under Sir George B. Rodney, to the relief of Gibraltar, in Jan. 1780; and was consequently present at the capture of the Carracas convoy, and the subsequent defeat of Don Juan de Langara\*. He afterwards joined the *Cumberland* 74, Captain Joseph Peyton; and in Mar. 1781, again sailed for Gibraltar, with the fleet under Vice-Admiral Darby †. On his return home he joined the *Prothée* 64, Captain Charles Buckner, of which ship, then about to accompany Rodney to the West Indies, his father was serving as master.

On the glorious 12th of April, 1782, the *Prothée* had five men killed and twenty-five wounded. Almost the first shot that struck her, dismounted one of the quarter-deck guns, the splinters of which shattered Mr. Love's leg and thigh, and slightly wounded his son in the knee: the former, after undergoing amputation close to the hip joint, was ordered a passage home in the *Russell* 74, Captain (now Lord De) Saumarez; and the latter received Sir George B. Rodney's permission to accompany him thither, but was nearly prevented

---

\* See Vol. I. note † at p. 3 *et seq.*

† See *id.* p. 4, and note ‡ at p. 33.



from doing so, through the unfeeling conduct of Captain Anthony Wilkinson, who shortly afterwards perished in the *Ville de Paris*.

The removals consequent upon the glorious victory over *De Grasse* had placed Captain Buckner in the *Royal Oak 74*; and Captain Wilkinson succeeded him in the command of the *Prothée*. On the arrival of the fleet and prizes at Port Royal, it was found difficult to obtain a lodging for Mr. Love; but his son at length succeeded in finding one, and remained (longer than he had obtained permission to do) in attendance upon him. A few hours previous to the *Russell's* departure for England, the youth was desired by Captain Buckner to apply for his discharge into her, and at the same time to request that one of the *Prothée's* boats might be sent to remove his wounded parent from the shore; instead, however, of obtaining either the one or the other, he received a severe reprimand for being so long absent; the unfeeling officer at the same time saying, "because a man is wounded, it is no reason that others should run from ship to ship!"

Under such distressing circumstances, Mr. William Love took French leave, got back to his anxious father the same evening, hired a canoe, and brought him alongside the *Russell* just before she got under way. On his being hoisted in, some one observed; "*what is the use of bringing a dying man here?*" to which the wounded officer himself replied, "*worth a hundred dead men yet.*"

On being told of the clandestine manner in which Mr. William Love, prompted by filial affection, had quitted the *Prothée*, Captain Saumarez desired him not to be uneasy, as he should rate him midshipman, and assign him no other duty than that of attending upon his father. The benevolent captain then enquired what Mr. Love usually had for his dinner, and ordered his steward to take care that he was furnished with the same daily. Through the kindness of that most amiable officer, and the care and attention of others on board the *Russell*, Mr. Love was able to appear with crutches before he reached England, although obliged to undergo a second amputation. Both he and his wife died at Chertsey,

co. Surrey, the former aged 84, and the latter 83 years: he was the last survivor of the officers wounded on the memorable 12th of April, who were granted pensions; and, at the time of his death, the senior master in the navy.

In Sept. 1782, the Russell, being in a defective state, was put out of commission, and Mr. William Love transferred, *pro tempore*, to the Prince Edward 60, bearing the flag of Vice-Admiral Roddam, commander-in-chief at the Nore. He subsequently joined the Salisbury 50, fitting out for the broad pendant of Sir John Jervis, from which ship he was paid off soon after the termination of hostilities, in 1783. During the Dutch armament in 1787, he served on board the Conqueror 74, bearing the flag of Admiral Edwards; and subsequently in the Arrogant of similar force, commanded by Captain John Harvey. At the commencement of the French revolutionary war, we find him again joining the Russell, then under the command of Captain John Willet Payne. His promotion to the rank of lieutenant took place in April 1791; and on that occasion he was appointed to the Falcon sloop, a vessel bearing no other officer of the same rank, commanded by Captain James Bissett, and most actively employed on the coast of Flanders.

In Oct. 1794, after the expulsion of the British army from Holland, the Falcon was placed under the orders of Rear-Admiral Henry Harvey; and she appears to have been the only vessel out of eleven sail (including eight frigates) which kept company with the flag-ship during a most tempestuous three months' cruise, on the coast of Norway. At the commencement of this cruise, she was short of provisions and stores, particularly of slops and fuel; she had not been long at sea before her guns were obliged to be thrown overboard, and her pumps kept constantly at work. On her return to port, after contending for so considerable a time against heavy seas and violent gales, she had but a single boat left; and on being docked at Sheerness, she was found in such a state that her preservation appeared truly miraculous: we need scarcely add, that the sufferings of her officers and crew were extreme, both from cold and privation, the

winter of 1794 having set in early, and proved uncommonly severe.

Lieutenant Love's next appointment was to the *Helena* sloop, Captain (now Sir John) Talbot, which vessel, when proceeding to America, encountered the same tempestuous weather which proved so fatal to the fleet under Rear-Admiral Christian, in Nov. 1795 \*; in consequence thereof she was obliged to return to Plymouth, after throwing overboard all her guns, and every thing on the main deck.

In April 1796, Lieutenant Love was appointed to the *Formidable* 98, Captain the Hon. George C. Berkeley; and during the mutiny at Spithead we find him left commanding officer on board that ship. Previous to its termination, the *Intrepid* 64, then recently commissioned, and under sailing orders, came out of harbour, anchored near the *Formidable*, and soon evinced the usual symptoms of disaffection. Observing her crew reeve yard-ropes, &c. instead of weighing anchor, when they had been paid their two months wages in advance, Lieutenant Love sent an officer and a few trusty men to remonstrate with them, and soon had the satisfaction of finding that this measure, adopted with the concurrence of their captain (the present Sir William Hargood), had produced the desired effect.

In June, 1797, the *Formidable* and six other ships of the line were ordered to join Admiral Duncan, in the North Sea. On this occasion, Lieutenant Love observed that the *Cæsar* 80 was very tardy in her movements; and the same men whom he had before sent to the *Intrepid*, were immediately despatched to reason with her crew, which proved equally successful.

The *Formidable* was subsequently fitted for the reception of Admiral Duncan, and she sailed through the Downs to join him on the very day that he gained his most brilliant victory off Camperdown. On her return to Portsmouth she was selected for the flag of Sir Charles Thompson, by one of whose followers Lieutenant Love was superseded

---

\* See Vol. I. Part I. note † at p. 89 *et seq.*



in Nov. 1797. He afterwards served under Captain (now Admiral) Lawford, in the Romney 50, stationed off Dunkirk; and assisted in detaining a Swedish convoy, of which mention has been made in p. 497 *et seq.* of Vol. I. Part II. In Jan. 1799, he obtained the command of the Alert cutter; and in March following, we find him appointed first lieutenant of the Mars 74, flag-ship of the Hon. Rear-Admiral Berkeley, under whom he continued to serve, off Brest and Rochefort, until that officer was compelled by severe indisposition to resign his command. As the war was then evidently drawing to a close, the following could not do otherwise than inspire him with sanguine hopes of speedy promotion:

“ *Admiralty, 1st August, 1801.* ”

“ My dear Admiral,— \* \* \* \* I told you distinctly, that no promotion would be made before a peace took place, and that, if I was then at this board, Lieutenant Love should be included in it. \* \* \* \* ”

(Signed) “ ST. VINCENT.”

“ *The Hon. Rear-Admiral Berkeley.* ”

Lieutenant Love was first of his old ship the Formidable, during the mutiny at Bantry Bay, and was charged with the unpleasant duty of seeing the fatal sentence of a court martial partly carried into effect; one of the ringleaders having been sent for execution on board the Formidable, during the absence of Captain Richard Grindall, who had obtained leave to reside on shore until the trials were over. After the performance of this melancholy duty, the signal was made for the squadron under Rear-Admiral Campbell to weigh, and the Formidable was the first ship that anchored at St. Helen's. She subsequently accompanied that officer to the West Indies, and returned with him from thence in Sept. 1802. During her absence from England the expected grand promotion took place, and Mr. Love had the mortification to find that, notwithstanding Earl St. Vincent's promise, and although his messmate, the third lieutenant, was made a commander, he himself was not included. After the renewal of hostilities, he was the bearer of the following letter from Rear-Admiral Berkeley to the Chairman of the Transport Board:

“Wood End, Sept. 30th, 1803.”  
 “Dear Sir,—The officer who will deliver this is Mr. William Love, who served with me during the late war, until I hauled my flag down, when he was my first lieutenant, and was actually promised promotion by Lord St. Vincent: I believe he is not the only instance where disappointment has followed the most sanguine hopes; and as I cannot assign any reason for it, any more than his lordship, I must endeavour to provide for a most deserving officer in any way which will gain him employment, and bread for his numerous family. My own opinion of him is such, that if I were employed, Mr. Love would certainly be my first lieutenant, and I should spare no means to promote him; but as that is not likely to happen, I should really esteem it a favor if he could be employed in the transport service. I believe there are such things as resident agents, which, perhaps, may suit his convenience as well as my own; but as possibly no vacancy of this sort may at present occur, I shall equally be bound to you, to put him in any situation for which his zeal, talents, and honorable character may fit him. I remain, &c. (Signed) “G. BERKELEY.”  
 “To Sir Rupert George, Bart.”

In consequence of this recommendation, Lieutenant Love was appointed principal agent for transports at Beer Haven in Ireland, with a division of victuallers under his pendant, to attend the western squadron. In 1804, on Rear-Admiral Berkeley being appointed to command the whole of the English Sea-Fencibles, he was selected by him to serve as his aide-de-camp and secretary. During the two years that he was thus employed, the whole coast between the river Thames and Bristol was visited, and the state and efficiency of the amphibious corps minutely inspected and reported on. In the spring of 1806, we find him proceeding to the North American station, as flag-lieutenant to his friend, then Vice-Admiral Berkeley, by whom he was, immediately on their arrival at Halifax, appointed acting commander of a sloop not yet launched; and soon afterwards to act as captain of the *Cleopatra* frigate, then heaving down, and ordered to be re-equipped with the utmost expedition, for the purpose of convoying two ships, laden with masts, to the West Indies. On the third day after this appointment he made the signal for his charge to weigh.

After touching at Barbadoes, Antigua, and Jamaica, the *Cleopatra* returned to Bermuda, where Commander Love, whose promotion to that rank was confirmed by the Admi-

rally on the 13th Feb. 1807, exchanged ships with Captain Robert Simpson, of the *Driver*; in which sloop we next find him cruising on the coast of South Carolina, in search of a piratical schooner.

The *Driver*, it should be observed, was in company with the *Leander* 50, Captain Henry Whitby, when that meritorious officer rendered himself so obnoxious to the American Government, by his activity and perseverance in detecting the deceits and frauds practised by sea-faring Jonathan, as to induce Mr. Jefferson, President of the United States, to issue an edict, by which the *Leander* and her consorts were forever prohibited from receiving any aid or supplies. In consequence thereof, the following letter was addressed to Commander Love, on his anchoring in Charlestown harbour:

“*Fort Johnson, 4 P. M. of May 2d, 1807.*”

“Sir,—The President of the United States of America having, by proclamation bearing date 3d May, 1806, forever interdicted H. B. M. sloop of war *Driver* from entering any port or harbour of the United States, and the said vessel having entered this port, in contempt of the said proclamation, my duty compels me to demand that the *Driver* sloop of war do depart from this harbour within twenty-four hours from the date hereof. Need I add, Sir, how repugnant it would be to my feelings should any blood be spilt, which must inevitably be the case if this communication be not complied with. Lieutenant Windham, of the artillery, is charged with the delivery of this: he will receive your reply.

(Signed) “MICHAEL KALTEISEN, Captain commanding.”

In answer to this, Commander Love wrote as follows:—

“*H. M. S. Driver, Rebellion Harbour, Charlestown, May 3d, 1807.*”

“Sir,—I received your letter; but having some doubts as to the authority by which it was written, I thought proper to satisfy myself on that head before I should reply. By the threat it contains, you appear, like your Government, to have something to learn. \* \* \* \* \* However, as my proceeding to sea comes within the limit of my intentions, according to the orders I am under (*which orders have for their view the advantage of the American flag, as well as the protection of the British*), I shall do so whenever the pilot thinks proper. But I must observe, that the difficulty I have experienced in obtaining a sufficient quantity of water, for the purpose I wish, obliges me to have recourse to such methods as are completely within my power, which I otherwise should not have thought of. In the mean time, it is necessary to inform you, that his Majesty’s ship under my command is at all times ready to resist, and



punish, any insult that may be offered to the flag she has the honor to bear, to the last drop of blood that shall remain of the dutiful and loyal subjects of a beloved Sovereign, and an exalted country.

(Signed) "WILLIAM LOVE."

On the 12th June, 1807, Commander Love fell in with the pirate he was in search of, and succeeded in decoying him under the Driver's lee-bow; the following is a copy of his official letter on this subject:—

"Sir,—By the capture of the Spanish packet Ranger, on the 20th of April last, I obtained information of a schooner having been purchased at Charlestown, and fitted as a privateer at St. Augustine, to intercept which vessel has occupied much of my attention; and I have great satisfaction in acquainting you that she was captured this day by H. M. ship under my command. She proves to be El Boladora, armed with one 6-pounder, and having on board twenty-five men, amongst whom are several Americans, commanded by Robert Ross, a man notorious on many occasions, but particularly at the massacre of the crew of the Esther, of Liverpool, off Charlestown. El Boladora had been at Norfolk, and sailed from thence on the 6th instant, in company with the British brig Ceres, James Nevin, master, bound to Liverpool, with logwood, which vessel she boarded, captured, and sent for St. Augustine, at 2 P. M. the same day, being at the time within eight miles of Cape Henry light-house; she had not made any other capture, but had committed various depredations on American vessels. I have the honor to be, &c.

(Signed) "WILLIAM LOVE."

"To the Hon. Vice-Admiral Berkeley."

Respecting this capture, the following was addressed to Commander Love:—

"London, 25th July, 1807.

"Sir,—We have the honor to acknowledge the receipt of your letter of the 21st ultimo, and are very happy to observe that you have at length succeeded in capturing the privateer commanded by Robert Ross. We lost no time in stating the fact, and other particulars of the case, to the Lords Commissioners of the Admiralty, and we have the pleasure to annex the copy of a letter from their lordships, by which you will observe that Ross is ordered to be sent to this country, to be dealt with according to justice.

"We are not aware that any reward has been offered for the capture of Ross, either in this country or in America: there may have been one in Charlestown, but certainly none here. We shall feel much pleasure in lending our aid to obtain for you some remuneration for the services you have done to both countries on this occasion. It will give us great satis-

faction to lay a statement of your very persevering, and at length fortunate, exertions for the general good, before the merchants and others interested in the trade, as well as before the Committee of the Patriotic Fund, to whose notice we consider you to possess a considerable claim. We have the honor to be very respectfully, yours, &c.

(Signed) "CALDCLEUGH, BOYD, AND REID."

Robert Ross was born in Scotland; but as that fact could not be proved on his examination, he escaped the punishment his monstrous crimes deserved.

In Oct. 1807, the *Driver* sailed from Halifax, accompanied by the *Mullet* schooner and thirteen sail of merchantmen, bound to the West Indies. In crossing the Gulph Stream, the wind then blowing violently from N. W., she was struck by a most tremendous sea, which stove in the two foremost ports on the starboard side, and cleared her deck of boats, booms, &c. Whilst lying on her beam-ends, in the trough of the sea, it was proposed to cut away the lower masts; but this her commander would not assent to: instead thereof, the cables being still bent, a bower anchor was let go, by which, and cutting away the topmasts, a service voluntarily undertaken by Lieutenants Stanly and Sandford, the ship was brought nearly head to wind, and enabled to weather the storm. The *Mullet* was never afterwards heard of.

In Sept. 1809, Commander Love was appointed to the *Tisiphone* sloop, stationed off Lymington, to guard the Needles Passage; and on the 22d June, 1811, his tender captured *le Hazard*, French privateer. In April, 1813, he was superseded, the Admiralty having resolved that in future no officer should hold a stationary appointment upwards of three years. The following testimonials were granted to him by the successive commanders-in-chief at Portsmouth:

"Dec. 31st, 1810.

"Dear Love,—I have not heard a word about any ship being in preparation to take the place of the *Tisiphone*; and as I am bound to say you have conducted the business of your station with great propriety, I should certainly be very glad if you were to continue in it. If any change takes place, and an opportunity should offer for my saying a word in your favor, I will certainly avail myself of it. Believe me very sincerely yours,

(Signed) "ROGER CURTIS."

“April 16th, 1813.  
 “Dear Sir,— \* \* \* I shall always be ready to bear testimony to the propriety of your conduct in the station assigned to you when serving under my command. Believe me yours very faithfully,  
 (Signed) “R. BICKERTON.”

Commander Love's next appointment was, through the recommendation of Viscount Fitzharris, Governor of the Isle of Wight, to the Medina yacht, an establishment which had existed upwards of a century, but which was done away with in the year 1817. He obtained the out-pension of Greenwich Hospital in Feb. 1830.

This zealous officer married Harriet, youngest daughter of Gabriel Acworth, Esq. Purveyor of the Navy, nephew to Sir Jacob Acworth, Surveyor of the Navy, who was grandfather of the late Sir Jacob Wheate.

One of Commander Love's sons, Henry, is a lieutenant in the royal navy. His eldest brother, Thomas, served as master's-mate of the Berwick 74, Captain the Hon. Keith Stewart, in Keppel's action with D'Orvilliers; and as master of the Alfred, Captain John Bazely, at the glorious battle of June 1st, 1794: he died at Great Marlow. His other brother, Richard, after acquiring the professional knowledge requisite to qualify him for receiving a lieutenant's commission, accepted a command in the Russian marine; incurred the displeasure of Prince Potemkin, by whom he was imprisoned; suffered shipwreck on his return to England from the Black Sea; was subsequently invested with authority by the Grand Seigneur and the Nabob of Arcot, and died at Joppa in command of a country vessel.

---

### WILLIAM MATHER, Esq.

OBTAINED his first commission in 1799; and repeatedly distinguished himself whilst serving as lieutenant of the Mercury frigate, Captain Thomas Rogers, by whom a letter to the following effect was addressed to Vice-Admiral Lord Keith, May 26th, 1801:

“My Lord,—Having received information, by a small vessel I captured



yesterday from Ancona, that H. M. late sloop Bull-dog was lying in the mole of that port ready for sea, with supplies on board for the French army in Egypt, I judged it necessary to make an attempt to take or destroy her with the boats of the Mercury; and as our success depended upon surprising the enemy, who was ignorant of our arrival in the Adriatic (the fortifications about the mole being too formidable to justify the attempt in any other way), I therefore made sail directly for Ancona, and came to anchor, soon after it was dark, off the mole; the boats were accordingly prepared, and left the ship at half-past ten o'clock, under the command of Mr. Mather, first lieutenant, from whose good conduct the Bull-dog was surprised, and carried about midnight, the boats having got alongside, without being hailed by the sentinels; the alarm was, however, immediately given along the mole, to which the ship's stern was secured by the two ends of a bower-cable, and three cables out a-head: these were soon cut by the people appointed for that purpose, and the boats began to row, exposed to a heavy fire of cannon and musketry from the mole; but as there was a favorable light breeze, the sails were set, and, in less than an hour, the ship got without reach of the batteries, and was completely ours:—unfortunately it fell calm, and the current setting her along the coast near the shore, a crowd of boats (some of which were gun-boats), filled with men, came out to attack her: Mr. Mather now found his situation extremely critical, having the hatchways to guard to prevent the enemy rising from below, the boats' crews fatigued with rowing all night, and the gun-boats approaching fast, and raking the ship. He had therefore the mortification of feeling himself obliged to relinquish his prize, after being in possession of her above three hours; and unfortunately failed in several attempts, before he retreated, to set her on fire. The moment I could discover the Bull-dog was out of the mole, I got the Mercury under weigh; but it was almost a calm, and impossible to get near her, as she had drifted with the current to a considerable distance from where the Mercury lay, and we experienced the mortifying disappointment of seeing her towed back to the very spot from whence she had been so gallantly taken: it is nevertheless some degree of satisfaction to know, that her voyage must be at least delayed for a considerable time, if not quite defeated, her masts and yards being shot through, and disabled in many places, and she has received considerable damage in her hull and rigging. The gallant conduct of the officers and men employed upon this enterprise will, I trust, meet with your lordship's approbation; and it is from a desire of doing justice to their merits that I have been drawn into this, otherwise unnecessary, long detail. I have to regret the loss of two brave fellows killed, and four wounded, upon this occasion. The enemy had above twenty killed, wounded, and drowned. I have the honor to be, &c.

(Signed) "T. ROGERS."

In the following month, a piratical vessel named le Tigre,

of eight guns and sixty men, was captured among the Tremiti islands, by a detachment of boats belonging to the Mercury and El Corso, the whole under the command of Lieutenant Mather; whom we next find serving under Captain William Bolton, in l'Aimable frigate, stationed off Ostend; where he was wounded in an action with the Gallo-Batavian flotilla, May 16th, 1804. His promotion to the rank of commander took place on the 23d Feb. 1807; and he appears to have been afterwards successively appointed to the Combatant, Rapid, and Tweed; which latter sloop he had the misfortune to lose, in Shoal Bay, Newfoundland, Nov. 5th, 1813.

---

### SAMUEL JEFFERY, Esq.

WAS made a lieutenant on the 13th Feb. 1805, and advanced to his present rank Feb. 23d, 1807.

---

### WILLIAM COOTE, Esq.

SERVED as midshipman of the Edgar 74, Captain George Murray, at the battle of Copenhagen, April 2d, 1801; obtained a lieutenant's commission in 1802; and was promoted to the rank of commander, May 6th, 1807, for an exploit thus officially recorded:

*“ H. M. S. Cerberus, off Martinique, Jan. 3d, 1807.*

“ Sir,—I beg leave to acquaint you, that in pursuance of your orders to me by Captain Pigot, of the Circe, I reconnoitred the ports of Guadeloupe and the Saintes: after having so done, and perceiving no force of any consequence, except a brig of sixteen guns, lying in the Saintes, I left Captain Pigot off that port, and was proceeding to my former station in further pursuance of your directions, when on the 2d instant, as I was beating to windward between Martinique and Dominica, I observed a privateer schooner, with a schooner and a sloop in company, standing for St. Pierre's with French colours flying: I gave chase, and prevented them from reaching that port, upon which they all three anchored under a battery to the northward, near the Pearl Rock, and very close to the shore.

“ It, however, appeared to me practicable to cut them out in the night. I consulted Lieutenant Coote on the occasion, who, with Lieutenant Bligh, volunteered the attack; and, about eight o'clock, they very gallantly

boarded two of the vessels, under a most tremendous fire from the shore, bringing them out, notwithstanding the enemy had taken the precaution to unbend their sails. Our loss has, I am concerned to say, been considerable. Lieutenant Coote has received a most desperate wound in the head, which has deprived him of his eye-sight; one midshipman (George Sayer) was wounded by a musket-ball in the leg; two men were killed, and eight more wounded. The privateer made her escape under cover of the darkness of the night. I have the honor to be, &c.

(Signed)

"W. SELBY."

"To the Hon. Sir Alex. I. Cochrane,  
&c. &c. &c."

On the 22d May 1807, Commander Coote was granted a pension, the present amount of which is 400*l.* per annum.

### JOSEPH HOY, Esq.

WAS made a lieutenant in 1783, and promoted to the rank of commander, Nov. 20th, 1807, for his gallant defence of the *Louisa* tender, a vessel mounting only four 3-pounders, with a complement of eighteen men, against a French privateer of fourteen guns, by which he was attacked on the 28th Sept. preceding. He obtained the out-pension of Greenwich Hospital, Jan. 14th, 1826; and died in the year 1826.

### ANDREW HODGE, Esq.

WAS made a lieutenant in 1800, and received the Turkish gold medal for his subsequent services in Egypt. His commission as commander bears date Dec. 4th, 1807, at which period he was employed in the West Indies.

### BENJAMIN WARBURTON, Esq.

SERVED with great credit under Captain Lord Cochrane; obtained the rank of commander Dec. 16th, 1807; a pension for the loss of the use of his limbs by a fall, April 20th, 1810 (at which period he held an appointment in the Wexford district of Sea-Fencibles); and the out-pension of Greenwich Hospital, June 23d, 1824. He died in 1829.



### SAMUEL FOWELL, Esq.

WAS made a lieutenant in 1794; and served as first of the Malta 80, Captain Benjamin Hallowell (now Sir B. H. Carew), in the expedition against Alexandria (Egypt), 1807. He subsequently commanded a sloop on the Mediterranean station; and died Mar. 30th, 1823.

---

### THOMAS PINTO, Esq.

BECAME a commissioned officer on the 20th Feb. 1805, and was promoted to the command of the Dart sloop, in the West Indies, Feb. 9th, 1808. Early in 1810, being then on the same station, he had the misfortune to lose the Achates of 18 guns.

---

### FREDERICK HOFFMAN, Esq.

WAS made a lieutenant in 1799; appointed acting commander of the Favorite sloop, on the African station, in July 1807; and promoted to his present rank, Feb. 22d, 1808. In the beginning of May 1812, he lost the Apelles sloop, that vessel, then under his command, having unfortunately run on shore to the westward of Boulogne, where himself and nineteen of his people were obliged to surrender as prisoners of war; the remainder of his officers and crew effected their escape, and the Apelles was very soon afterwards recaptured by the Berimuda sloop, Captain Alexander Cunningham.

---

### EDWARD BURT, Esq.

WAS made a lieutenant in 1802, and promoted to his present rank on the 1st April, 1808, previous to which he had commanded the Sandwich schooner. In the following year, he assisted at the reduction of the city of St. Domingo, as will be seen by the following official extract:

“ Captain William Pryce Cumby to Vice-Admiral B. S. Rowley.

“ I must, in justice to Captain Burt, of the Sparrow sloop, beg permission to state the great promptitude, zeal, and ability evinced by that officer in the landing of the lower-deck guns from this ship, under circumstances of great difficulty and labour ; two of which he transported from André Bay to the east battery, a distance of near thirty miles, across an almost impassable country, prior to the arrival of the troops.”

---

### HENRY BAUGH, Esq.

WAS made a lieutenant in 1799, and promoted to the rank he now holds, May 19th, 1808, for his gallant conduct as commander of the Rapid brig, at the capture and destruction of four Spanish gun-vessels and two valuable merchantmen, on the 23d of the preceding month\*. He subsequently commanded the Vulture bomb.

---

### WILLIAM CUTFIELD, Esq.

ELDEST son of Mr. J. Cutfield, upwards of fifty years a master in the royal navy, and latterly master-attendant at Deal.

This officer entered the navy in 1796 ; served as midshipman and mate, under Captains John Bazely, Richard Budd Vincent, and William Hargood, in the Overysse 64, Arrow sloop, and Belleisle 74. At the memorable battle of Trafalgar he was wounded in the breast.

On the 17th March, 1806, Mr. Cutfield was made a lieutenant ; and soon afterwards appointed to the Grasshopper sloop, Captain Thomas Searle, in consequence of whose warm commendation of his conduct in an action near Faro, on the coast of Portugal, April 23d, 1808 † he was promoted to the rank of commander on the 19th of the ensuing month.

In 1809, Commander Cutfield was appointed to the command of all the small hired craft attached to the Walcheren expedition ; in July, 1814, to the Woodlark sloop ; and, Oct.

---

\* See Suppl. Part I. p. 312 *et seq.*

† See *id. ib.*

14th, 1821, to the *Barracouta*, surveying-vessel, fitting out for the coast of Africa. On his return from the survey of one of the rivers which run into Delagoa Bay, after an absence of fourteen days in an open boat, he fell a victim to the fever of the country, which also proved fatal to sixty-eight of his companions. He was then, Nov. 30th, 1822, in the thirty-fifth year of his age.

---

### CHARLES CHAMBERLAYNE IRVINE, Esq.

ENTERED the navy, as midshipman on board the *Orion* 74, Captain Charles Chamberlayne, in 1789, and was promoted from the *Queen Charlotte*, first rate, bearing the flag of Lord Keith, into the *Princess Royal* 98, flag-ship of Rear-Admiral T. L. Frederick, in Aug. 1799. He subsequently served under Sir Charles Hamilton, Bart. in the *Melpomene* frigate, at the *Texel* and on the coast of Africa. During the latter part of the French revolutionary war, we find him commanding the *Goree*, a ship mounting 16 guns, employed in cruising between Senegal and Sierra Leone, for the protection of the trade, which had previously suffered much from the enemy's privateers in that quarter. After the renewal of hostilities, in 1803, he served in different ships, on the West India, Boulogne, Irish, and other stations. In Mar. 1808, being then first lieutenant of the *Eagle* 74, Captain (now Sir Charles) Rowley, he was appointed to the *pro-tempore* command of the *Glatton* 54, employed in the Mediterranean; and on the 24th May following he obtained the rank of commander. His subsequent appointments were, to the *Lord Eldon* and *Duchess of Bedford*, hired armed ships, the latter of which was paid off in 1810.

---

### ROBERT PARREY, Esq.

WAS made a lieutenant on the 2d Nov. 1790, and promoted to his present rank in Aug. 1808.

---



### FRANCIS ALEXANDER HALLIDAY, Esq.

WAS made a lieutenant in 1801, and commander Aug. 29th, 1808. He lost the Ferret sloop, near Leith, in 1812; and died at Caen, in Normandy, July 25th, 1830.

---

### HENRY CLEMENTS THOMPSON, Esq.

*Knight of the Swedish Military Order of the Sword.*

LOST an arm during the French revolutionary war; obtained the rank of lieutenant in 1802; commanded the boats of the Merlin sloop, Captain Edward P. Brenton, at the destruction of a French privateer, near Gravelines, Oct. 27th, 1803; and was presented with the Order of the Sword, by Gustavus Adolphus IV., for his distinguished services on the Baltic station, in Aug. 1808. His promotion to the rank of commander took place on the 19th of the ensuing month.

In consequence of interesting himself too arduously in the election contests of Grantham and Barnstaple, in which Sir Manasseh Lopez was also concerned, this officer latterly became greatly embarrassed in his circumstances, and was obliged at length to seek relief under the Insolvent Debtors' Act. He was accordingly committed to the King's Bench Prison, on the 11th Mar. 1824; and he died there, of apoplexy, on the 22d May following.

---

### WILLIAM RUSSELL, Esq.

OBTAINED the rank of lieutenant in 1793; and commanded the boats of the Flora frigate, Captain Robert Gambier Middleton, at the capture of the French national brig Mondovi, of 18 guns and 68 men, in the harbour of Cerigo, May 13th, 1798. He became a commander in Oct. 1808; and died at Kennington, co. Surrey, May 16th, 1828, in the 65th year of his age.

---

### GODDARD BLENNERHASSETT, Esq.

WAS made a lieutenant in 1796; and served as first of the Amethyst frigate, at the capture of la Thetis, Nov. 10th, 1808\*. The following is an extract of his captain's official letter on that occasion :

"No language can convey an adequate idea of the cool and determined bravery shewn by every officer and man of this ship; and their truly noble behaviour has laid me under the greatest obligation. The assistance I received from my gallant friend the first lieutenant, Mr. Goddard Blennerhassett, an officer of great merit and ability, is beyond all encomium.

(Signed) "MICHAEL SEYMOUR."

This officer's commission as commander bears date Nov. 11th, 1808. Towards the end of 1810, he was appointed to the Challenger brig-sloop; and on the 12th March, 1811, he had the misfortune to be captured by a French frigate and an armed store-ship, off the Seven Islands. In May, 1814, having then just returned from captivity, he was tried by a court-martial, honorably acquitted, and highly praised for his seamanlike endeavours to join the British squadron off St. Maloes.

---

### THOMAS WELLS, Esq.

WAS made a lieutenant in 1795, and promoted to the rank of commander in Nov. 1808. On the 1st of that month, being then acting in the Cruiser sloop, he engaged a Danish flotilla, near Gottenburgh, captured one vessel of ten four-pounders, and compelled her consorts, about twenty in number, to take refuge under the island of Lœsoe. In the summer of 1811, he was appointed to the Phipps sloop; and on the 11th Mar. 1812, we find him capturing le Cerf, French lugger privateer, of five guns and thirty-one men. On the 4th May following, he assisted at the recapture of H. M. sloop Apelles †. This officer died on the continent, in 1825.

---

\* See Vol. II. Part I. p. 295.

† See p. 366. and Suppl. Part. III. p. 114.

**WILLIAM HENRY WHORWOOD, Esq.**

WAS made a lieutenant in 1798; and promoted to the command of the Pylades sloop, on the Mediterranean station, Dec. 27th, 1808. He is one of those officers who received gold medals from the Turkish government, at the close of the Egyptian campaign.

---

**THOMAS PARRY JONES PARRY, Esq.**

WAS made a lieutenant in 1803; and promoted to his present rank on the 27th Dec. 1808. He subsequently commanded the Musette and Royalist sloops, the former on the Jamaica station.

---

**EDWARD WILLIAM GARRETT, Esq.**

OBTAINED his first commission in 1801; received a wound on board the Mars 74, at the battle of Trafalgar; and was senior lieutenant of the Onyx sloop, Captain Charles Gill, at the capture of the Dutch national brig Manly, Jan 1st, 1809; for which gallant exploit both his commander and himself were immediately promoted. In the following year he was appointed to the command of the Hope, of 10 guns; and on the 23d June, 1813, we find him capturing an American lugger privateer, armed with swivels and manned with thirty-one men.

This officer married, Feb. 18th, 1819, a daughter of the late Rev. Samuel Price, of New House, Glamorganshire.

---

**ALEXANDER NESBITT, Esq.**

WAS made a lieutenant into the Nautilus sloop, Captain Edward Palmer, on the Mediterranean station, Nov. 12th, 1805. In May following, he commanded the boats of that vessel, under the orders of Lieutenant Sir William Parker,



Bart. of the *Renommée* frigate, whom he "gallantly supported" in a successful attack upon the Spanish national schooner *Giganta*, lying moored under the guns of Torre de Vieja, with boarding nettings up, and in every respect prepared for an obstinate resistance.

On the morning of Jan. 5th, 1807, the *Nautilus* was wrecked upon a rock, about four or five miles from Peri, a small uninhabited island in the Archipelago, between Cerigo and Cerigotto: the consequent sufferings of her officers and crew are thus described by one of the former:

"H. M. late sloop *Nautilus* left the Bay of Abydos, in the Hellespont, charged with despatches of an urgent nature to the commander-in-chief off Cadiz. A fine fresh wind from the N. E. carried us rapidly clear of those celebrated castles which defend the entrance of the Dardanelles. On the 4th Jan. about 5 P. M., we made Falconera, and, shortly after, Anti-Milo, fourteen or sixteen miles N. W. of the extensive island of Milo, which we could not see, from the weather being thick and hazy. Here the pilot gave up his charge of the ship, never having been beyond it; but our captain, having so plainly seen Falconera and Anti-Milo, determined to go on during the night.

"The wind continued to increase; and though our ship had but little sail set, yet we went at the rate of nine knots an hour, for she was assisted by a high following sea, which, together with vivid lightning, made the night particularly awful. On the 5th, at 2-30 A. M., we distinguished high land, which we took to be the island of Cerigotto. We now thought that all was safe, and that we had left every danger behind us. We altered our course to get past this island, and continued to run without accident until 4-30, when breakers were discovered a-head, and immediately the ship struck with most tremendous violence. It is impossible to describe the sensations that predominated at a moment so distressing:—fear, hope, and despair, by turns prevailed. The greater part of those below immediately hurried on deck, which they had scarcely done before all the ladders gave way, and left many struggling in the water that had already rushed into the lower part of the ship. Upon deck all was now confusion and alarm; and when we clearly had ascertained our situation, we could not but consider our destruction as inevitable. Every sea lifted the ship, and then again dashed her on the rock with a force that carried every thing before it. In a very short time we had only the rigging to fly to; the lightning had ceased, the night was extremely dark, and we could not see the length of the ship from us. About an hour before day-light, the main-mast gave way, and we were enabled by it to reach a small rock above water; the struggling and confusion that we experienced in thus far escaping death, is not to be described: several of our unfortunate shipmates

were drowned, and one man had his arm broken. For a long time the ship sheltered us from the surf; but as our poor vessel broke up, we found our situation every moment becoming more perilous, and that we should soon be obliged to leave the part of the rock we were then on, to wade to another that appeared to be somewhat larger. It was therefore determined to follow the example of our first lieutenant; who, by watching the seas, had safely got to the other side. We had scarcely formed our determination, and prepared to put it in execution, than we had to encounter an immense quantity of loose spars, that were thrown immediately into the channel we had to pass; but we were compelled to be desperate, and at once to risk our fate. Many, in crossing from one rock to the other, were most severely wounded; and we all suffered more at this time, than in gaining the small rock; the loss of our shoes was most severely felt; our feet were dreadfully lacerated, and the legs of many were covered with blood.

“Day-light now began to appear, and soon shewed us the morning of the 5th of January, surrounded with horrors: to us a most memorable morning—what a sight had we to witness! The sea all around was covered with the wreck of the ill-fated *Nautilus*; many of our unfortunate companions were seen floating away on spars, and other parts of the wreck: the dead and dying mixed together—without a possibility of our being able to afford them the least assistance. Our much admired ship was a perfect wreck—in two short hours had she been completely destroyed, and her crew placed in a situation that at once reduced them to despair. Our wild and affrighted looks plainly marked our grief and horror: when we considered our real situation, there was nothing left but resignation to the will of Heaven. We found ourselves placed on a barren coral rock, scarcely above the water; and which, from the writer’s recollection, might have been about three or four hundred yards long, and two hundred broad. We were at least twelve miles from the nearest islands, which we afterwards found to be those of Cerigotto, and Pora, at the western entrance of the Archipelago. It was now first reported that a small boat with several men had escaped; but her fate was uncertain: our only hope then was, that a vessel might pass near us, and probably might see our signal of distress, which we had raised on a long pole fastened in a hole of the rock. From the neighbouring islands we could not expect relief; they were too far distant. But we were doomed to suffer still greater distress. To avoid the inclemency of the weather, which was extremely severe, we with much difficulty, by the help of a knife and a flint, and with some damp powder taken out of a small barrel washed on shore, endeavoured to make a fire; which after great trouble was accomplished. We then proceeded to make a kind of tent, with pieces of old canvass, boards, and such things as we could find of the wreck; and by these means were enabled to dry the very few clothes we had about us. We had now to pass a long night with little comfort, and without hope: but we were in some measure consoled with

the thought, that our fire might perhaps be seen in the night, and be taken for a signal of distress ; and it was to this circumstance, and to the exertions made by a brave shipmate, that we who now survive, next to Heaven, owe our existence. The boat, that has been mentioned as reported to have escaped, was a small whale boat, which at the time the ship struck was hanging over the quarter, into which the captain's coxswain (George Smith), an officer, and eight men got ; and by immediately lowering themselves into the water, most providentially escaped ; they had, however, to toil at their oars for a considerable time, and at length reached the small island of Pora, after having rowed twelve miles against a very high sea, and with the wind blowing exceedingly hard. They found Pora to be scarcely more than a mile in circumference, on which were nothing but a few sheep and goats that had been placed there by the inhabitants of Cerigo ; who in the summer months come over for the breed of those animals, leaving as many as they think sufficient for the returning season. Some rain water in the hole of a rock, was all the fresh water they could find, and that was barely sufficient to last those that afterward remained for four days, although most sparingly used. Our more fortunate companions had not the least idea, that any but themselves could have escaped a destruction which appeared to them so inevitable ; but our fire during the night, which they saw, made them conjecture that some had survived. With this idea the coxswain proposed to risk again the boat, and to endeavour to afford those that might be thus left every possible assistance : though this met with some little objection, yet this brave fellow was determined to assist us, and by his persuasions induced four others to accompany him.

“ It was about nine o'clock on the morning of Tuesday, the second day of our shipwreck, that we discovered the whale boat coming towards us ; when all uttered a cry of joy ! If a reprieve gives to the mind of a criminal emotions that may be fatal to him, what must have been our sensations at the sight of our little boat—but alas, many were too, too sanguine, in this expectation : Why had not the rude and boisterous element rather have swallowed up at once those dear fellow-sufferers, who were afterwards doomed to a lingering and melancholy death : Merciful Providence ! forgive the agonizing remembrance that inadvertently dared to ask the question.—The writer of this narrative not but with tears recollect their unhappy fate: the remembrance of their looks, their actions, and never-to-be-forgotten friendship are engraven on his heart : The last dying looks of his departed and lamented friends are still before him. It was his first intention to have given a more particular detail of the sufferings of these individuals ; but a regard to the feelings of those relatives they have left, prevents him. It would be impossible to describe the surprise which the sight of so many survivors gave to the brave coxswain and his crew ; they soon came near us, and we had the happiness to greet our more fortunate shipmates, and to devise a plan for our release : one difficulty occurred, that of their



coming on shore to us, as the surf ran very high, and several of our people imprudently endeavoured to get into the boat. After some little consultation, the captain ordered the coxswain to take on board the pilot, who was a Greek, and to make the best of their way to Cerigotto; where the pilot informed us they would find some families of fishermen, who without doubt would readily relieve us. Soon after the departure of our boat, as if Heaven had decreed our destruction, the wind began to increase, and dark black clouds fast approached us: we had all the apprehensions of a violent storm: in about two hours it reached us, and blew with the greatest fury: the waves rose considerably, and soon destroyed our fire. The rock was nearly covered, and we were compelled to fly to a small part rather higher than the rest; the only part indeed that could afford us any shelter. There nearly ninety men passed a night of the greatest horror: a small rope fastened round the summit of the rock, and with difficulty holding on by each other, were the only means we had of preventing ourselves from being swept away by the surf, which every moment broke over us. The fatigues we had already gone through, and more particularly those of this night, were too much for many of my unfortunate shipmates: several became delirious—their strength was exhausted, and they could hold on no longer. Our affliction was still further increased before the morning, by the fears we entertained, which appeared probable, that the wind might draw more round to the north, so as to bring the sea to the place where we then were; in which case one wave would inevitably have swept all of us into oblivion. It may appear incredible that we could have sustained so many hardships as we had already gone through: one poor fellow, in crossing the channel between the rocks at an improper time, was violently dashed against the crags, so as to be nearly scalped, and presented a dreadful object to our view—he lingered out during the night, and the next morning expired. His more fortunate survivors were but ill prepared to meet the terrible effects of famine—our strength exhausted—our bodies without covering—and hope again exhausted: we feared for the safety of our boat—she might be lost. The storm came on soon after she left us, and before it was possible she could have reached the island. It is a great and merciful God that we have to thank as the cause of our preservation; the minds of every one of us will be ever impressed with an awful recollection of our miraculous deliverance, particularly when we remember the afflicting scene that day-light presented. The cold and wounded bodies of our departed shipmates were seen, who but one hour before had been cheering us to support our miseries; some expiring—all exhausted by fatigue. The sea all night passing over us, and the extreme severity of the weather had so completely exhausted us, that many had died from cold alone. It is now that the writer of this narrative has to relate an instance of inhumanity, that leaves on the character of the crew of a vessel, yet unknown, the greatest degree of infamy—whoever they were, they are a disgrace to the country to which they belong:—if they have the common

feelings of men, they will surely experience some remorse when they learn that not less than thirty brave fellow-creatures fell a sacrifice to their unexampled cruelty. It was some time after day-light, when we perceived a vessel, with all sail set, coming down before the wind, and steering directly for us : as well as our weak state would permit, we made every possible signal of distress ; which at last was seen, and the vessel hove-to and hoisted out her boat. What delight it gave us ! We prepared immediately to form rafts to take us through the surf, not doubting but the boat was provided with every thing to relieve us : who then can judge of our agony, when this boat full of men, dressed after the manner of Englishmen, came within pistol-shot, looked at us for a few minutes, and then rowed off again to their ship : Still more to distress us, during the whole of the day, they were employed in taking up the wreck of our unfortunate sloop.

“ All that melancholy time we anxiously watched the return of our boat, thinking to send her to the vessel ; but we saw nothing of her, and our fears that she was lost were still further confirmed. But how can any description be given of the agitation—the despondency—that we this day experienced. We had nothing before us but the most gloomy prospect of death : our fellow-creatures had seen our distress, and instead of relieving us, had taken advantage of our misery : if it were just to utter an anathema against the most abandoned of men, with how much justice would it be allowed to us to utter it on those villains who had so inhumanly abandoned us. Our thirst was now become intolerable ; and some were desperate enough to resort to salt water to allay it : instances were cited of its terrible effects, but without avail ; and we had soon the grief to learn by experience, what we had to expect in following the examples of our companions—in a few hours it brought on a violent madness, with which nature could not struggle, and she was consequently soon exhausted. Full of every idea that could terrify our imagination, we had again to pass a most miserable night. The weather was, however, considerably more moderate, and we had hopes to pass this night with more comfort than the last : we endeavoured to preserve ourselves from the cold, by pressing close to each other, and by covering ourselves with the few rags we had left. We soon found ourselves particularly drowsy, but could not sleep : the ravings of our companions, who had drank the salt water, were truly horrid ; all that could be said to console them was ineffectual. In the middle of the night we were unexpectedly hailed by the crew of the whale boat ; our first cry was, Water ! they had none ! they could not procure any but earthen vessels, and these could not have been conveyed through the surf. The coxswain, however, informed us, that in the morning a large fishing vessel would take us off the rock, and with this we were obliged to be content : it was some consolation to learn that our boat was safe, and that we had so far succeeded in procuring relief. All anxiously awaited the coming of the morning—Alas, the

fourth morning came, more gloomy than those that had preceded it: no boat—no vessel appeared—there was not the least mitigation of our sorrow and our distress: all that we had heard from the boat now appeared like a dream—an illusion of our distempered brain: but still we clung to some distant hope, and that preserved us. The sun for the first time had this day cheered us with his rays, and we could not but feel gratitude for having so far escaped death: but to preserve ourselves still longer, what were we to do? Our misery and hunger were extreme: we knew that unfortunate men in our situation had been reduced to adopt means that even then we thought of with disgust. Yet when those horrid means were the only ones left to preserve life, we might in some measure be excused in adopting them. Such were the ideas that were then suggested to us, and we prepared for the mournful event—it cost us thousands of tears. With the most awful sense of the dreadful alternative that became men in our unhappy state, we selected a young man who had died the night before; and having offered our prayers to Heaven to forgive us, we tasted human flesh: how far it relieved us is uncertain; many had not power to masticate; their throats were completely ulcerated, and the saliva had ceased to flow. Toward evening death made hasty strides, and many brave men fell; amongst whom was our beloved captain and first lieutenant. An eulogium is due to their virtues: their memories deserve more than the writer's feeble ability has power to dictate. \* \* \* \* \* The sullen silence that was preserved by every one, plainly marked our grief and increased our despair: we had again to pass another night, which to all of us appeared endless. We could not obtain any sleep: we thought the morning never would come!

“During the course of this night, was suggested by many the possibility of forming a raft that would carry us to Cerigotto, as the wind was favorable, and might aid us in reaching that island: at all events it appeared better to do this, than to remain where we were, to die of hunger and thirst. Accordingly at day-light we prepared to put our plan in execution: some of the larger spars were placed together, and great hopes were entertained that we should succeed. The eventful moment of launching the raft through the surf came; but it brought only disappointment; a few moments destroyed a work that some of our strongest men had been labouring at for hours, yet this was not sufficient for the few who were become from this disappointment absolutely desperate. Five men resolved to trust themselves to a few small spars they had weakly lashed together, on which they had scarcely room to stand, and, bidding us farewell, they launched out into the sea: in a short time we had the grief to see those poor fellows swept away by the current, which they did not know was so strong among those islands, and a few minutes took them for ever from our sight.

“Towards the afternoon, our whale boat again arrived, and the coxswain informed us, that he had found great difficulty in prevailing on the Greek



fishermen to trust themselves in their boats; they were afraid of the weather, and would not permit our own men to take their boats without them: he gave us hopes that the next day, *if the weather remained fine*, they might be induced to fetch us: he spoke of the fatigues he had undergone, and the sorrow he had experienced in not yet relieving us. While he was relating these circumstances, twelve or fourteen of our men plunged themselves into the water, and very nearly reached the boat: two got so far that they were taken in, one man was drowned, and the rest providentially again reached the rock. The coxswain saw the danger of his situation, and immediately left us. How we envied those two men who had escaped; but those who returned were very justly censured for the step they had taken: had they accomplished their object in reaching the boat, they certainly would have swamped her, and then our fate would have been determined for ever. The events of this day entirely occupied our minds, but it increased our weakness. Toward evening, the writer of these pages found himself fast approaching to annihilation; his eyesight began to fail; his senses were confused; and his strength was most visibly exhausted: he turned his eyes on the setting sun, perhaps the last sun he was ever again to witness—he was struck with unutterable grief. This last night of our miserable situation passed, without his being scarcely sensible of its events; and he cannot but feel gratitude to an Almighty Providence in escaping from such a night of danger. He was astonished in the morning to find himself alive, and more particularly when he found that several very strong men had fallen in the night. We were reflecting on their fate, and considering this day as the last of our lives, when unexpectedly the cry of *The boats are coming!* was heard: now does language fail in relating the extravagant joy that possessed us; the little blood we had left, rushed to our hearts at the long expected moment of relief. Our little boat with four large fishing vessels was very near us, and shortly after the crew landed: they brought with them a large quantity of water, of which they suffered us to drink most plentifully. Ah! little did we before this moment know, how many blessings we had enjoyed in simply possessing fresh water; more delicious than the finest wines, more grateful than it is possible to convey an idea of. We trust that our prayer of thanksgiving reached the throne of God.

“Anxious to leave a spot on which so many of our dear friends had terminated a life of sufferings, we eagerly prepared for our departure for the island of Cerigotto; where we arrived about six o’clock in the evening, after passing six days from the night before the ship struck: until the following Saturday at noon, we had not taken the least kind of sustenance, unless the little we had with so much disgust received might be called so, and it was not every one that partook of it. It undoubtedly was an unparalleled instance of a most miraculous deliverance, and of a series of sufferings scarcely credible. Had we been left until the next day, very few would have survived to tell the melancholy tale: our loss amounted to

fifty-eight men, out of 122, the number on board at the time of our shipwreck, of which eighteen, as we supposed, were drowned when the ship struck: five were lost on the small raft, one was drowned in trying to get to the boat, and thirty-four perished by famine."

Mr. Nesbitt, who was then second lieutenant of the *Nautilus*, obtained a commander's commission in Jan. 1809; married, in 1811, Maria, youngest daughter of William Fisher, Receiver-General for the county of Norfolk; and died, we believe, in the year 1824.

---

### GEORGE HALSTED, Esq.

BROTHER to Admiral Sir Lawrence W. Halsted, K.C.B. He was made a lieutenant in 1796, and promoted to the rank of commander in Jan. 1809.

---

### WILLIAM BISSELL, Esq.

WAS the son of a clergyman, and a native of Tattenhall, in Cheshire. His younger brother, Captain Austin Bissell, an eminently distinguished officer, perished in the *Blenheim 74*, bearing the flag of Sir Thomas Troubridge, on his return from Madras to the Cape of Good Hope, in Feb. 1807.

This officer entered the navy as midshipman on board the *Inflexible 64*, Captain Rowland Cotton, with whom he sailed to the relief of Gibraltar, in Mar. 1781: he was also in the same ship under the command of Captain the Hon. J. Chetwynd, in the last action between Sir Edward Hughes and Mons. De Suffrein, fought off Cuddalore, in the East Indies, June 20th, 1783. On his return to England, he joined the *Culloden 74*, then commanded by Captain Cotton; and we subsequently find him serving in the *Fortune* sloop, *Orion 74*, *Porcupine 24*, *Victory* first rate, and *Winchelsea* frigate. In the beginning of 1790, he was entrusted with the command of a small cutter, borrowed from the Commissioners of the Irish Revenue, and employed as a tender to the *Porcupine*; on the 18th May in the same year, he was severely

wounded in a rencontre with a large armed smuggling lugger; and in July 1794, he received the subjoined testimonial: on the 22d of the same month, he was promoted to the rank of lieutenant.

“ These are to certify that Mr. William Bissell served as midshipman on board H. M. S. Orion, under my command, in Admiral Earl Howe’s engagements with the French fleet, on the 29th May and 1st June, 1794, in both which actions he distinguished himself by spirited exertions and officer-like conduct. (Signed) “ JOHN T. DUCKWORTH.”

Mr. Bissell’s first appointment, as lieutenant, was to the Gibraltar 80, Captain John Pakenham, which ship formed part of the fleet under Vice-Admiral Hotham, in the action off Frejus, July 13th, 1795. He was likewise present at the battle of Camperdown, having been appointed to the Montagu 74, Captain John Knight, a short time previous to that memorable event. In Oct. 1800, he commanded the boats of that ship at the capture and destruction of thirteen French vessels, in Port Danenne; and three others at the entrance of the Loire: the former was described, by Earl St. Vincent, to be “ a meritorious piece of service;” and, in reporting the latter exploit, Captain Knight, after alluding to the position of the enemy’s vessels, powerfully protected as they were, in the broad face of day, says, “ the boats of the Montagu, with great intrepidity and alacrity, brought them out.” Other services in which Lieutenant Bissell participated are noticed in p. 354 *et seq.* of Suppl. Part III.

In 1801, this officer was appointed first of the Donegal 80, Captain Sir Richard J. Strachan; and he continued to serve in that ship, under Captain (now Sir Pulteney) Malcolm, until Dec. 1805; when he was removed, on his own application, to the Powerful 74, Captain Robert Plampin, then off the Canary Islands, and destined to the East Indies. But for this removal he would have been present in Sir John T. Duckworth’s action, at St. Domingo, Feb. 6th, 1806.

Shortly after the arrival of the Powerful in India, Mr. Bissell was taken ill; and whilst an inmate of the hospital at Madras, he received the lamentable tidings of his gallant brother’s unhappy fate, by which all his hopes of obtaining



promotion on that station were extinguished. He returned home in the *Salcette* frigate, early in 1808; and subsequently served as first lieutenant of the *Brunswick* 74, Captain Thomas Graves, on the Baltic station.

In the beginning of 1809, the *Brunswick* was beset with ice, and repeatedly driven into very shoal water; on her arrival in Yarmouth roads, she had not a gun or shot on board, the only anchor at her bows wanted a fluke, and she had but one ton of water remaining. In the postscript to Lord Gambier's official despatch, reporting the result of an attack upon a French squadron in the road of Isle d'Aix, April 11th, 1809, we find the following mention made of Lieutenant Bissell:—

“ Since writing the foregoing, I have learnt that the Hon. Lieutenant-Colonel Cochrane, and Lieutenant Bissell, of the navy, were volunteers in the *Imperieuse*, and rendered themselves extremely useful; the former by commanding some guns on the main-deck, and the latter in conducting one of the explosion vessels.”

The vessel thus alluded to contained about 1500 barrels of gunpowder, started into puncheons placed end-upward, fastened to each other by hawsers wound round them, and joined together with wedges, having moistened sand rammed down between them, so as to render the whole, from stem to stern, quite solid, and thereby increase the resistance: besides which, on the top of this mass of gunpowder, lay between 300 and 400 charged shells, and nearly as many thousands of hand grenades. She appears to have been ignited when within less than three-quarters of a mile from the enemy's line: how near to it she exploded, and what effect the blast produced, the French themselves are the most competent to state.

For his gallant conduct on this occasion, Lieutenant Bissell was promoted to the rank of commander, and his commission dated back to April 11th, 1809. He subsequently commanded the *Savage*, of 16 guns; and was dismissed from that sloop, by the sentence of a court-martial, for running her ashore at Guernsey, in Jan. 1814. He died at Kentish Town, near London, Mar. 31st, 1826.

---

### WILLIAM ROBERT SMITH, Esq.

WAS made a lieutenant in 1799; and promoted to his present rank, for conducting an explosion vessel into the road of Isle d'Aix, April 11th, 1809, at which period he was first lieutenant of the *Theseus* 74. He subsequently commanded the *Shearwater* sloop, on the Mediterranean station.

---

### THOMAS GOLDWIRE MUSTON, Esq.

OBTAINED his first commission in July 1804; served as lieutenant under Sir James Saumarez and Lord Gambier, in the *Victory* and *Caledonia*, first rates, on the Baltic and Channel stations, and was promoted to the rank of commander, for conducting an explosion vessel into the road of Isle d'Aix, April 11th, 1809. He married, in 1816, Susanna Eliza, daughter of Nathaniel Godbold, of London, Esq.

---

### HENRY JONES, Esq.

WAS made a lieutenant in Nov. 1805; and served as such under Sir Robert Stopford, in the *Spencer* 74 and *Cæsar* 80. He was made a commander, for conducting a fire-vessel into the road of Isle d'Aix, April 11th, 1809. This officer died, June 20th, 1829, aged 47 years.

---

### WILLIAM HEXT, Esq.

SECOND SON of the late Francis John Hext, Esq. formerly an attorney-at-law, but latterly residing at Tredethy, near Bodmin, co. Cornwall, [an estate he possessed in right of his wife, Margaret, daughter of E. Lang, of Plymouth, co. Devon, Esq.], and a junior branch of the family of the same name, settled at Lostwithiel and Trenarren, near St. Austle.

This officer was born at Bodmin, July 5th, 1780; and received as midshipman on board the *Russel* 74, by that distin-

guished character, the late Rear-Admiral John Willet Payne, in 1793. He was consequently present at the defeat of the French republican fleet, on the glorious 1st of June, 1794; and, under the command of Captain Thomas Larcom, an officer of equal merit, at the capture of three ships of the line, near l'Orient, June 23d, 1795\*. He afterwards served under Captain Payne, in l'Impetueux 74; the Hon. Robert Stopford, in the Phæton frigate; and Captains Sampson Edwards and Sir Edward Pellew, in l'Impetueux; of which latter ship he was appointed a lieutenant, Aug. 8th, 1799. His subsequent appointments were, in June, 1802, to the Clyde frigate, Captain John Larmour, on the North Sea station;—May, 1804, to the command of the Sheerness, hired armed cutter, employed off Brest;—and, Jan. 1805, to be senior lieutenant of the Santa-Margaritta frigate, Captain Wilson Rathborne, under whom he assisted in capturing four French line-of-battle ships, on the 4th Nov. following †. In the beginning of 1808, he sailed for India, as passenger on board the Barracouta sloop; and on his arrival at Madras, joined the Culloden 74, bearing the flag of Sir Edward Pellew, then commander-in-chief on that station, where he also served for some months as first lieutenant of the Blanche frigate, Captain George Bell. In Jan. 1809, he was appointed acting commander of the Wilhelmina, hospital-ship at Pulo-Penang, where he continued until Feb. 1810. His commission as commander bears date April 28th, 1809.

After his supercession in the command of the Wilhelmina, the subject of this sketch returned home in an Indiaman, and was not again employed until June, 1813, when he was appointed to the Vesuvius bomb, but ordered to assume the *pro-tempore* command of the Unicorn frigate, and to assist Captain John Hancock, of the Nymphen, in escorting the outward bound trade to Portugal; after which he proceeded, with some merchantmen under his convoy, to Gibraltar. His subsequent services in the Gironde river were most highly

---

\* See Vol. I. Part I. p. 246 *et seq.*

† See Vol. II. Part II. p. 742.



spoken of by the late Sir Charles Penrose, and have been briefly noticed at p. 287 *et seq.* of Suppl. Part II.

Commander Hext married, in Sept. 1812, Barbara, youngest daughter of the late James Read, M. D., of Tremear, near Bodmin, and sister to Lieutenant John Read, R. M., who was killed at the attack upon Cayenne by Sir James Lucas Yeo, in 1809. His eldest and only surviving brother, the Rev. F. J. Hext, is rector of Helland, near Bodmin. The next, Samuel, a major of the 83d regiment, who served with great credit in Egypt, under Abercrombie; throughout the peninsular war, under Wellington; and subsequently at the Cape of Good Hope and Ceylon; died after entering the River Thames, on his return home, in 1822. His youngest brother, Lieutenant George Hext, of H. M. S. Barrosa, a most promising young officer, was shot by a rifleman while leading the boats of that frigate to the attack of some American vessels. His eldest sister married the late Rev. C. Kendall, of Pelyn, near Lostwithiel, brother to the late Captain Edward Kendall, R. N.

---

### THOMAS OLIVER, Esq.

OBTAINED his first commission, and commanded the *Berlice* schooner, at the Leeward Islands, in 1793; was wounded while serving as a lieutenant of the *Leyden* 68, at the unsuccessful attack made by Lord Nelson upon the Boulogne flotilla, in the night of Aug 15th, 1801; promoted to his present rank in Jan. 1806; and appointed to the command of the *Apelles* sloop, on the North Sea station, about Sept. 1808. He was attached to the expedition against Walcheren, in 1809; and we subsequently find him capturing a French privateer, of 18 guns and 56 men.

Mr. James, in his *Naval History*, Vol. III. p. 187, gives this officer the credit of having performed a "noble exploit," at Mariel, in the island of Cuba, April 5th, 1805; and follows up his error, by observing, in the succeeding page, that "the name of Thomas Oliver among the commanders of the year

shows, that his conduct, as all similar conduct ought, excited the notice of those to whom the power belonged of dispensing rewards to the brave and meritorious." The service in question, *viz.* the storming of a tower, and cutting out of two vessels, laden with sugar, was performed in the manner Mr. James has stated, but under the directions of Lieutenant *James Oliver*, who did not obtain the rank of commander until Dec. 4th, 1813.

---

### ALEXANDER KENNEDY (*a*), Esq.

WAS made a lieutenant in April, 1806; advanced to his present rank in June, 1809; and dismissed from the command of the Forrester sloop, by sentence of a court-martial, for disobedience of the orders of Rear-Admiral William Brown, commander-in-chief on the Jamaica station, April 26th, 1814. In the preceding year, while accompanying the trade from England, he assisted at the capture of an American privateer.

---

### ROBERT TUCKER, Esq.

WAS born at Devonport, on the 7th Feb. 1769; and had his name entered on the books of the *Boyne 70*, commanded by the late Admiral Herbert Sawyer, in 1777. We first find him serving in an hired armed vessel, the *Three Brothers*; and, in 1785, he appears to have joined the *Weazel* sloop, Captain (afterwards Sir Samuel) Hood, then employed in surveying the coasts and harbours within the limits of the Halifax station.

On the completion of this service, about May, 1788, Mr. Tucker was removed to the *Pegasus 28*, Captain (now Sir Herbert) Sawyer, on the Newfoundland station; which ship he left, in order to rejoin Captain Hood, who had been appointed to the *Juno 32*, in the summer of 1790. The ships in which he subsequently served, as midshipman and master's-mate, were the *Diana* frigate, Captain Thomas Macnamara

Russell; Dover 44, armed *en flûte*, Lieutenant \_\_\_\_\_ Drummond; Vengeance 74, Captain Sir Thomas Rich, Bart.; Berwick 74, successively commanded by Captains Sir John Collins, Knt., William Shield, George Campbell, William Smith, and Adam Littlejohn; and the Britannia, first-rate, bearing the flag of Vice-Admiral (afterwards Lord) Hotham, by whom he was promoted into the Courageux 74, Captain Augustus Montgomery, shortly after the action between the British and French fleets, off Genoa, in March, 1795\*.

The Courageux was subsequently placed under the command of Captain Hallowell (now Sir Benjamin H. Carew), and Lieutenant Tucker was almost constantly employed in her boats, attacking the coasting trade to the westward of Toulon, skirmishing with gun-boats, and obtaining information from the shore. On several occasions we find him capturing and destroying vessels close to the enemy's batteries.

The melancholy fate of the Courageux has been recorded in p. 467 *et seq.* of Vol. I. Part II. We have here to add, however, that at the period when she was wrecked, Captain Hallowell and Mr. Tucker (then third lieutenant) were absent on duty; the first and second lieutenants sick; and the ship and all on board under the charge of a very young and inexperienced officer.

Subsequent to this disaster, Lieutenant Tucker joined the flag-ship of Sir John Jervis, by whom he was ordered to assist in bringing home the San-Josef, a Spanish first-rate, captured off Cape St. Vincent, Feb. 14th, 1797. We afterwards find him first-lieutenant of the Saturn 74; from which ship he followed the late Rear-Admiral Totty into the Invincible, of similar force.

On the 16th Mar. 1801, the latter ship sailed from Yarmouth Roads, for the purpose of joining the expedition sent against the Northern Confederacy; and she was proceeding with a fair wind, at the rate of nine knots, when she unfortunately struck upon Hammond's Knowl; both the master and the pilot having neglected to make allowance for a rapid

---

\* See Vol. I. Part I. p. 340.



tide then running to the eastward. In this situation she continued, beating heavily, for three hours, during which time many heavy stores were thrown overboard, and the pumps kept incessantly at work, until they became choaked and useless. The mizen-mast having fallen, the main-mast was then cut away, and the ship at length drifted over the bank into seventeen fathoms water. Night now approaching, an anchor was let go; and the pumps being again rendered efficacious, the water in the hold was soon reduced from ten to four feet: owing, however, to the master having stoppered the cable when only one-third had run out, and the rudder having been knocked away, she again struck the shoal about 10 P. M., and with such violence as to convince every one on board that she could not long hold together. At this awful juncture, a fishing-smack approached; and Rear-Admiral Totty, Mr. John Clyde (purser), four young midshipmen, and one boat's crew, succeeded in reaching her. During the night, four other boats were cut adrift with people in them, the whole of whom had the good fortune to get on board a merchant brig to leeward. On the following morning, at day-light, the flag of the commander-in-chief in Yarmouth Roads was seen; but, although a cutter had answered the first guns fired as signals of distress, and immediately stood for that anchorage, nothing could be discovered coming towards the Knowl. At 7 A. M., the *Invincible* once more drifted into deep water, and immediately began to sink head foremost. Lieutenants Tucker and Quash, two master's-mates, the boatswain, and a few seamen, then got into the launch, the only remaining serviceable boat, and were the happy means of saving nearly 120 persons: the total number of officers and men saved amounted to 198; that of the unfortunate sufferers to about 490.

After this sad catastrophe, Lieutenant Tucker accompanied Rear-Admiral Totty to the Baltic and West Indies, in the *Zealous* 74, and their old ship, the *Saturn*. On the 28th May, 1802, he was appointed acting captain of the *Excellent* 74, bearing the broad pendant of Commodore (now Sir Robert) Stopford; and we subsequently find him commanding

the Hornet and Surinam, sloops, in which latter vessel he was sent by Commodore Samuel Hood, to demand the liberation of two British officers, who had imprudently thrown themselves into the power of the brigands at St. Domingo, although instant death was the declared fate of every white person who should then venture to land within the space under their jurisdiction. Having, at the risk of his own life, and by the aid of many presents, ascertained, that one of those officers had been executed, and that the other had escaped to Port-au-Prince, Commander Tucker proceeded from the neighbourhood of Gonahives to Jacquemel, where he rendered such material assistance to the besieged French garrison as procured him most handsome letters of thanks from the commandant and principal inhabitants, the latter of whom concluded their address to him as follows :

“ We beg you, Sir, to receive the thanks of all our fellow citizens, for your voluntary stay among us, and for your spontaneous offer daily to harass the insurgents, a measure so necessary towards the security of our women, children, and sick, and the further preservation of the town. We have seen with the most lively interest the effects of a proceeding so noble, and which, whilst it convinces us of the goodness of your private character, assures us at the same time of the union and good understanding between our respective Governments. We have the honor, Sir, to salute you with sentiments of the most perfect consideration.

(Signed by the Council of Select Men of the town of Jacquemel)

“ DURAY.

“ THEURET.

“ AQUARTE.”

The following *cruel* and *infamously false* charge is alleged against Commander Tucker, in James's Naval History, Vol. III. p. 411 *et seq.* :

“ When, in the middle of the year 1803, intelligence of the declaration of war against Holland reached Port Royal, Jamaica, the 10-gun schooner Gipsy, acting Lieutenant Michael Fitton, was despatched to Curaçoa, to warn any British cruisers that might be lying there, of what had taken place, in order that they might provide for their safety. Arriving in the harbour of St. Ann, the Gipsy found at anchor there the 18-gun ship-sloop Surinam, Captain Robert Tucker. To this officer, in as secret a manner as he could, Lieutenant Fitton communicated the intelligence, and advised him immediately to get under weigh. ‘ No,’ says Captain Tucker, ‘ I'll

summon the fiscal to surrender the island to me.' In vain did the lieutenant represent the folly of such a proceeding; in vain did he point to the numerous batteries around the harbour: Captain Tucker went on shore, and made his proposal in form. The Dutch authorities had received no official account of the war; but they took the captain's word, and not only his word, but his sword, and his ship, and all that were on board of her. Knowing well what would happen, Lieutenant Fitton, in the mean time, had weighed and stood out; and the Gipsy was soon chased off the port by two armed vessels of superior force, which, in consequence of Captain Tucker's imprudence, had been despatched in pursuit of her."

In refutation of this statement, we shall first give an extract of a letter recently written by Lieutenant Fitton; and then lay before our readers Commander Tucker's own account of the causes which led to his detention and subsequent imprisonment.

"*H. M. S. Agincourt, Devonport, 20th Nov. 1831.*

"Sir,—I this day received yours of the 15th instant, informing me of a statement made in James's Naval History. I immediately sent for the volume to which you refer, and am sorry to find my name mentioned in an affair of which I never had any knowledge:—to the best of my recollection, *I never saw the Surinam; and never, till this day, did I know the name of her commander:—*THE HISTORIAN, THEREFORE, IS COMPLETELY IN ERROR. \* \* \* \* \*

(Signed)

"MICH<sup>l</sup>. FITTON."

"*To Commander R. Tucker.*"

"On the second day after my departure from Jacquemel," says Commander Tucker, "the Surinam sprung her fore-top-mast, had all her lower-rigging stranded, and pitched with so much violence that the casks in the ground-tier literally fell to pieces, leaving all the other contents of the hold in dangerous motion. Thus circumstanced, I steered for Curaçoa, and was there busily employed in refitting my ship, when private information from the island of St. Thomas led me to believe that Great Britain and Holland would, ere long, be again declared enemies. I therefore redoubled my efforts; and, although not quite ready for sea, had warped the Surinam to the head of the harbour, in hopes of preventing any similar information reaching the Dutch governor, when a prize-schooner, in charge of Lieutenant Thomas Forrest, whom I had despatched to Commodore Hood, and who



was returning from that officer with orders for my future guidance, ran past me, and incautiously proceeded until she reached the government-wharf, when some of her late crew, who had so imprudently been afforded the opportunity, jumped on shore, and reported that the British had already commenced hostilities.

“On receiving the orders brought by Lieutenant Forrest, I instantly sent him back to his schooner, with directions not to remain a moment longer in the harbour; at the same time intimating my intention of immediately putting to sea; but before I could do so, the Surinam was hailed by a Dutch frigate, and threatened with instant destruction if she attempted to move; the forts and batteries were then evidently preparing to carry this menace into effect. I was soon afterwards sent for by the governor, who acquainted me that, according to affidavits then lying before him, Dutch vessels had been detained by the British squadron on the Leeward Islands station; but that if I would recal the schooner, and her commander would pledge his word and honor to the contrary, the Surinam should not be detained. This, as I then felt convinced, was merely a *ruse*, and I therefore considered it my duty likewise to dissemble: I accordingly professed to acquiesce; but instead of recalling Lieutenant Forrest, I hailed the Surinam, directing that he should be ordered by signal to proceed to the commodore. There not being any possibility of effecting my escape, I now employed myself in taking plans of the forts and batteries, and in ascertaining the disposition of the inhabitants of St. Ann; transmitted all the information I acquired both to Sir John T. Duckworth and Commodore Hood; and was informed by those officers, that as soon as troops could be spared, an expedition would be sent against Curaçoa. My last despatches, however, were treacherously delivered into the hands of the Dutch governor, who immediately demanded the surrender of my ship, and ordered me to be confined in a room over the soldiers' barrack, the windows of which were level with a rampart, and watched by two sentinels. In the course of the same evening, two musket-balls were fired into this room, one of

which struck a table that I had just before removed from. On the following day, my servant was informed by a Mr. Ricardo, captain of the burgher-guard, that if we were not very particular I should be poisoned. Several shot were afterwards fired into my prison-room, and had I not shifted my bed repeatedly, every night, some one or other of them would probably have proved fatal. On one occasion, I was threatened with confinement in a dungeon, and actually placed for a few hours in one, because I would not divulge the names of the inhabitants through whose hands I still contrived to send and receive letters. In this state of suspense I was kept for four months.

“My men, I should observe, were sent to Jamaica soon after the surrender of the Surinam, the enemy hoping that an equal number of Dutch sailors would have been exchanged for them; instead of which, however, only a receipt for the number was returned; as I had pointed out to Sir John T. Duckworth the probability of H. M. late sloop being instantly sent to cruise against our trade. At length the enemy conceived it a good plan to send me, with my officers and the receipt, to Barbadoes; but in this instance likewise they were unsuccessful. Finding no man-of-war at that island when we arrived there, I however took upon myself to send them back nine Dutch clergymen in lieu of us; and I have the satisfaction to add, that, when tried by a court-martial, I was acquitted of all blame for the loss of the Surinam.”

---

### CHARLES ALLEN, Esq.

Is descended from Captain William Allen, of the *Bona-venture* 50, who, in 1696, retook the British settlements in Hudson's Bay; and, on his return home, was mortally wounded in action with a French private ship of war. A medal which he obtained from Pope Innocent II. is now in the possession of Commander Allen, whose grandfather died captain of the *Mary* yacht, in 1752; and whose father, the late William Allen, Esq., was many years in the Stamp

Office, Somerset Place, and a Director of Greenwich Hospital.

The subject of this sketch was born at Blackheath, co. Kent, July 22d, 1779; and embarked as midshipman on board the *Diomede* 44, Captain Matthew Smith, in May, 1793. On the 2d Aug. 1795, he suffered shipwreck, near Trincomalee\*; and we subsequently find him serving under Captain Alan Hyde (afterwards Lord) Gardner, in the *Heroine* frigate, at the reduction of the Dutch settlements in Ceylon. On the 18th June, 1799, he was promoted from the flag-ship of Vice-Admiral Rainier, commander-in-chief on the East India station, into the *Victorious* 74, Captain William Clark, with whom he returned home in 1803†. His next appointment was to the *Spencer* 74, Captain the Hon. Robert Stopford; which ship he was obliged to leave, in consequence of receiving a severe injury, which rendered him incapable of serving afloat for upwards of two years. In Jan. 1806, he was appointed to the signal station at Selsea; and in the ensuing autumn, to the *Thetis* frigate, Captain (now Rear-Admiral) Gage, then employed as a cruiser in the North Sea. From Aug. 1807 until Sept. 1808, he was again on half-pay, owing to a violent attack of rheumatism; and from the latter period until his advancement to the rank of commander, he served under the flag of Lord Gardner, in the *Bellerophon* 74, Captain Samuel Warren, on the Baltic station. The service for which he was promoted is officially detailed at p. 369 *et seq.* of Suppl. Part III.; the thanks of his commander-in-chief were conveyed to him and his gallant companions, in a general memorandum of which the following is a copy:

“*H. M. S. Victory, July 9th, 1809.*”

“The commander-in-chief cannot too highly extol the valiant conduct displayed by the officers and men belonging to part of the squadron under his orders, in the late attack made upon the enemy’s flotilla, off Pereola

---

\* See Vol. II. Part I. p. 74.

† On her arrival in the chops of the channel, the *Victorious* encountered a severe gale of wind, and was obliged to bear up for Lisbon, where she was condemned and broken up.



Point, and the intrepid gallantry with which they boarded and brought off six gun-boats, carrying heavy metal, and a complement of men nearly double their numbers; he sincerely deplores the loss of Lieutenant Hawkey, of the Implacable, and of Lieutenant Stirling, of the Prometheus, with the other brave men who fell in the execution of this important service: so brilliant an achievement cannot but deeply impress the enemy with the superiority of the British navy, and the undaunted courage with which they are ever animated in the service of their King and Country.

“The commander-in-chief takes this opportunity of returning his sincere thanks to Lieutenant Allen, of the Bellerophon, and the other officers and men who so highly distinguished themselves on this occasion, which he requests Captain Martin will communicate to them.

(Signed) “JAMES SAUMAREZ.”

Mr. Allen's commission as commander was dated back to July 7th, 1809, the day on which the above exploit was performed; but, wanting interest, he has ever since been unemployed.

---

### JOHN WORTH, Esq.

OBTAINED the rank of commander in Aug. 1809.

---

### WILLIAM MAY, Esq.

WAS made a lieutenant in 1798; presented with the Turkish gold medal for his services during the Egyptian campaign; and promoted to the rank of commander, on his arrival in England with despatches from Rear-Admiral Sir Richard J. Strachan, announcing the reduction of the island of Walcheren, in Aug. 1809; on which occasion he was recommended to the Admiralty “as an officer of merit.” He married, Jan. 1st, 1814, Miss Flamark, of Newton-Abbott, co. Devon.

---

### CHARLES BEECROFT, Esq.

A FOLLOWER of the heroic Sir W. Sidney Smith, to whose notice he was first introduced by the lamented Captain John Westley Wright, and with whom, after receiving a severe

wound, he was taken prisoner, near Havre, in April, 1796. He obtained the rank of lieutenant in 1802; and was most honorably mentioned by Sir Sidney, in his reports of the capture of the island of Capri, and the destruction of a Turkish squadron at the entrance of the Dardanelles, in May, 1806, and Feb. 1807. His commission as commander bore date Oct. 3d, 1809; and at the time of his decease, in 1825, he enjoyed a pension for his wounds, of £150 *per annum*.

---

### HENRY CONYNGHAM COXEN, Esq.

WAS made a lieutenant in Nov. 1803; and advanced to the rank he now holds in Oct. 1809.

---

### THOMAS CUNNINGHAM, Esq.

WAS made a lieutenant in 1765; and commander Oct. 25th, 1809, on which day His Majesty King George III. entered into the fiftieth year of his reign. This officer died in 1823.

---

### JOSEPH HAYNES, Esq.

WAS made a lieutenant in 1771, and commander Oct. 25th, 1809. He died in 1828, aged 84 years.

---

### GEORGE TURNBULL, Esq.

WAS made a lieutenant in 1774, and commander Oct. 25th, 1809. He died in the beginning of 1826.

---

### JOHN WYBORN, Esq.

ENTERED the navy in 1793, as midshipman on board the *Savage* sloop, on the Downs station; but left that vessel, and joined the *Ramillies* 74, Captain (afterwards Sir Henry)

Harvey, early in 1794 : he was consequently present at the defeat of the French republican fleet, by Earl Howe, on the glorious 1st of June ; and he appears to have continued in the same ship, under Captains Sir Richard Bickerton and Bartholomew S. Rowley, on the Channel, West India, Newfoundland, and North Sea stations, until after the mutiny at the Nore, in 1797. He subsequently proceeded to the Cape of Good Hope, in the Lancaster 64, bearing the flag of Sir Roger Curtis. In 1800, he suffered very great privations, and narrowly escaped being devoured by the Caffres, on the east coast of Africa, whilst employed in conducting a prize from Mauritius to the Cape. On the 17th Jan. 1801, he was promoted by Sir Roger, into the Diomede 50, Captain the Hon. Charles Elphinstone (now Fleeming) ; and his appointment as lieutenant appears to have been confirmed by the Admiralty, on the 19th Nov. following. He shortly afterwards went to the East Indies, first of the Rattlesnake sloop, and remained there, in that vessel, and as senior lieutenant of the Sceptre 74, Captain (afterwards Rear-Admiral) Joseph Bingham, until 1808. Towards the end of that year, he was appointed to the Sirius frigate, Captain Samuel Pym ; but on the Sceptre being re-commissioned by Captain Bingham, in Mar. 1809, he rejoined that ship, and, as we have already shown, highly distinguished himself at the attack upon Flushington, in the months of July and August following\*.

After the reduction of Walcheren, the Sceptre, then commanded by the late Vice-Admiral Ballard, was ordered to the West Indies ; and on the 18th Dec. 1809, Mr. Wyborn was again officially commended, for the prompt measures he adopted in destroying the batteries of Ance la Barque, in the island of Guadaloupe, after having assisted at the destruction of two heavy French frigates lying under their protection. For his conduct on this occasion, he was promoted to the rank of commander, by commission dated back to the day of the action. After the conquest of Guadaloupe, he returned home passenger on board the Cormorant store-ship,

---

\* See Vol. II. Part II. note † at p. 907.



and was not able to obtain any further employment until 1819, when we find him appointed to assist in superintending the Ordinary at Sheerness.

---

### THOMAS SWINNERTON DYER, Esq.

BROTHER to the late Colonel Sir John Swinnerton Dyer, Bart., a groom of the bedchamber to his late Majesty King George IV. when Prince of Wales.

This officer was made a lieutenant in 1793; and advanced to his present rank in Jan. 1810; previous to which he had commanded the Ready gun-brig. One of his daughters is married to J. S. Williams, Esq., late of the Bengal native cavalry; and another to the Rev. Richard William Kerly, A. M.

---

### JOSEPH SIMMONDS, Esq.

COMMISSION as commander dated Mar. 7th, 1810.

---

### GEORGE BROWN, Esq.

COMMISSIONS as lieutenant and commander dated Oct. 18th, 1804, and Mar. 7th, 1810.

---

### JAMES ROBERT DALTON, Esq.

OBTAINED the rank of lieutenant in Nov. 1806, and a commander's commission on the 30th April, 1810.

---

### WILLIAM HENRY SMITH, Esq.

WAS made a lieutenant in Dec. 1799; and promoted to the command of the Demerara sloop, on the West India station, May 2d, 1810. He died at Essequibo, of yellow fever, Mar. 9th, 1825, aged 41 years.

---

## HENRY NATHANIEL ROWE, Esq.

YOUNGEST son of the late Rev. Henry Rowe, LL. B. of Padnal Hall and Toby Priory, co. Essex, rector of Ringshall, in Suffolk, by Harriet, daughter of the Rev. Thomas Bland, vicar of Sittingbourn, co. Kent, and rector of Warley, in Essex. His grandfather, Nathaniel Rowe, of Eastworth House, Chertsey, co. Surrey, sailed round the world with Commodore (afterwards Lord) Anson, and was a nephew to Lord Bathurst, then High Chancellor of England. His more remote ancestor, Sir Thomas Rowe, was knighted in the field of battle, during the crusades, and from him branched the celebrated poet, Nicholas Rowe, who sang of Tamerlane, and whose mortal remains are entombed in Westminster Abbey.

This officer commenced his naval career at a very early age, under the auspices of Isaac Hawkins Browne, Esq., M. P. for Bridgenorth, by whom he was recommended to the protection of Captain Thomas Parr, commanding the flagship at the Great Nore, in 1798. He subsequently served under Captains Jeffery Raigersfeld, ——— Wright, and John Wight, in the *Hermes* and *Wolverene* sloops, on the North Sea and Channel stations; as supernumerary midshipman on board the *Andromeda* frigate, Captain James Bradby, with whom he proceeded to Martinique; as master's-mate of *l'Eclair* schooner, Lieutenant (afterwards Captain) Kenneth M'Kenzie; and as acting lieutenant of the *Guachapin* sloop, commanded by the same gallant officer, under whose orders he succeeded in cutting out many of the enemy's vessels, and assisted in capturing several French privateers, on the West India station. From thence he returned home passenger on board the *Arab* 20, bearing the broad pendant of Commodore the Hon. Robert Stopford, Mar. 7th, 1803. We next find him joining the *Impetueux* 84, Captain (now Sir T. Byam) Martin; from which ship he was appointed sub-lieutenant of the *Aimwell* gun-brig, stationed in Blackwater river, about the close of 1804. On the 19th Mar. following, he obtained the rank of lieutenant in the *Ajax* 80,

then commanded by Captain Christopher Laroche, but afterwards by Captain William Brown, in Sir Robert Calder's action with the combined fleets of France and Spain; by Lieutenant John Pilfold, at the memorable battle of Trafalgar; and by Captain the Hon. Henry Blackwood, in the expedition against Constantinople. The destruction of that ship by fire, in the night of Feb. 14th, 1807, has been noticed in p. 648 *et seq.* of Vol. I. Part II.

During the subsequent operations of the squadron under Sir John T. Duckworth, Lieutenant Rowe served as a volunteer on board the Windsor Castle 98, Captain Charles Boyles, which ship, when returning through the Dardanelles, was struck by several marble shot of great size, one in particular measuring six feet eleven inches in circumference: her total loss, however, did not exceed four men killed, and twenty, including Mr. William Jones, master's-mate, wounded.

Lieutenant Rowe's next appointment was to the Valiant 74, Captain James Young, then about to sail for Copenhagen, under the orders of Admiral Gambier. During the siege of that capital, he was placed in command of the Charles armed transport, attached to the advanced squadron, which vessel was blown up by a shell pitching into her magazine, whilst engaged with the Danish flotilla and land batteries, Aug. 31st, 1807. On this unfortunate occasion, Lieutenant Rowe had his leg shattered above the knee, his collar-bone broken, his body dreadfully lacerated, and his head and face so violently contused, as to be for some time bereft of sight. Thus mangled, he fell into the sea at a considerable distance from the spot where the explosion took place, and was in the act of sinking when a seaman caught hold of his hair and dragged him into a boat belonging to the Thunder bomb, on board of which vessel he underwent immediate amputation: the other sufferers by the same unlucky event were thirty in number, of whom the master of the transport and nine men were killed, and a mate of the Valiant (named Philip Tomlinson) and nineteen men wounded, the former mortally.



On the 11th Jan. 1808, Lieutenant Rowe obtained a pension for his wounds, the present amount of which is 200*l.* per annum ; and when sufficiently recovered he was ordered out to the Leeward Islands on promotion. He accordingly proceeded thither in the Rosamond sloop, Captain Benjamin Walker ; and after serving for a short time in the Abercrombie 74, Captain (now Sir William Charles) Fahie, was advanced by Sir Alexander Cochrane to the command of the St. Christopher sloop, an appointment which appears to have been confirmed by the Admiralty, May 2d, 1810. After the reduction of Guadaloupe, he was removed to the Asp sloop, and sent home with despatches ; since which he has not held any appointment.

In 1819, Commander Rowe published a poetical work, entitled "Sacred Beauties ;" and he is now, we understand, employing his leisure hours on another, to be entitled "The Intellectual Globe," and addressed to William Lawrence, Esq. Professor of Anatomy, author of "The Natural History of Man."

This officer married Joanna, youngest daughter of Mr. Thomas Crew, and allied to a very respectable family in Cheshire, by which lady he has issue two sons and five daughters. His elder brother, John, died of yellow fever, in the West Indies, while serving as midshipman on board the Severn 44, Captain John Whitby.

---

### HENRY WILDEY, Esq.

OBTAINED a lieutenant's commission in 1797 ; and commanded the Whiting schooner, fitted for throwing rockets, at the attack made upon the French squadron in the road of Isle d'Aix, April 11th, 1809. He was advanced to his present rank on the 3d May, 1810.

---

### JAMES MOLINEUX, Esq.

OBTAINED his first commission in 1794 ; and served as a lieutenant of the Defence 74, Captain John Peyton, at the

memorable battle of the Nile; and of the Windsor Castle 98, Captain Charles Boyles, in Sir Robert Calder's action with the combined fleets of France and Spain, July 22d, 1805. We next find him flag-lieutenant to Rear-Admiral Thomas Wells, at Sheerness, where he continued from the end of 1808 until promoted to the rank of commander, May 4th, 1810. The out-pension of Greenwich Hospital was granted to him in Nov. 1827.

---

### PETER PROCTER, Esq.

WAS made a lieutenant in 1798; and presented with the Turkish gold medal for his services during the Egyptian campaign, in 1801. He appears to have been first of the Ajax 80, Captain the Hon. Henry Blackwood, when that ship was destroyed by fire, in the night of Feb. 14th, 1807; and we subsequently find him commanding the Thistle schooner, of ten 18-pounder carronades, with a complement of fifty officers, men, and boys; in which vessel he captured the Dutch national corvette Havik, of ten guns, principally long 4-pounders, and fifty-two men, having on board a flag-officer, late lieutenant-governor and commander-in-chief at Batavia, and partly laden with spices and indigo, Feb. 10th, 1810. In the action which took place on this occasion, each party had one man killed; and the Dutch admiral, and seven of his men, Lieutenant Procter, and six of the Thistle's crew, were wounded.

Mr. Procter was promoted to the rank of commander, whilst serving on the Halifax station, June 2d, 1810; and afterwards appointed to the Post-office packet Prince of Wales, which ship he had the misfortune to lose on the S. W. side of Heneaga, when proceeding with a mail from the Bahamas to Jamaica, July 19th, 1811\*. He subsequently commanded the Lady Wellington packet; and died in Mar. 1826.

---

\* See Nav. Chron. vol. xxvii, p. 47.

### HENRY THOMSON, Esq.

WAS made a lieutenant in 1802; promoted to the rank of commander in June 1810; and appointed to the *Portia* sloop, in August, 1811. He died at Marseilles, Jan. 23d, 1827.

---

### PETER GILES PICKERNELL, Esq.

OBTAINED his first commission in 1800; commanded the *Gallant* gun-brig, on the North Sea station, in 1809 and 1810; was advanced to his present rank July 4th in the latter year; and appointed to the Ordinary at Sheerness, under Captain Samuel Jackson, C. B. in Sept. 1823.

---

### NATHANIEL BELCHIER, Esq.

OBTAINED the rank of lieutenant in 1794; served as such under Captain (now Sir Robert Waller) Otway, in the *Trent* 32; and commanded the boats of that frigate at the capture and destruction of a Spanish ship and three schooners, lying in shoal water, under the protection of a five-gun battery, at Porto Rico, in Mar. 1799. He afterwards served on the coast of Egypt, and was presented with the Turkish gold medal, in common with his brother officers. We next find him first of the *Thetis* frigate, Captain George Miller, by whom he is highly spoken of in an official letter addressed to the senior officer off Guadaloupe, reporting the capture of a French national corvette, *le Nisus*, and the destruction of the fortifications of the port of Des Hayes, Dec. 12th, 1809\*. He was advanced to the rank of commander, while serving as first lieutenant of the *Neptune* 98, at the Leeward Islands, Oct. 21st, 1810.

This officer married, April 28th, 1803, the daughter of the Rev. Edward Bryant, of Newport, co. Essex; and became a widower in May 1830.

---

\* See Suppl. Part II. pp. 201—203.



### JOHN HOULTON MARSHALL, Esq.

OBTAINED the rank of lieutenant in 1794; and was first of the *Naiad* frigate, Captain William Pierrepoint, at the capture of the Spanish national ship *Santa-Brigida* of 36 guns and 300 men, having on board 1,400,000 dollars, with a cargo of equal value, Oct. 18th, 1799\*. We next find his name mentioned in an official letter addressed to Admiral Cornwallis, of which the following is a copy:

“*Naiad*, in *Pontevedra Bay*, May 17th, 1801.

“Sir,—The boats belonging to the *Naiad* and *Phæton*, manned by volunteer officers, seamen, and marines, under the direction of Lieutenant Marshall, highly distinguished themselves on the night of the 16th instant, by the capture of *L'Alcudia*, and destruction of *El Raposo*, armed Spanish packets, in the port of *Marin*, near *Pontevedra*, under the protection of a five-gun battery, 24-pounders, prepared to receive them. *L'Alcudia*, the largest, commanded by a very old lieutenant in His Catholic Majesty's service, was moored stem and stern close to the fort, and her sails had been sent on shore the preceding day. This service was undertaken from information that she was a corvette of 22 guns. I am happy to state, that four men only, belonging to the two ships, were wounded. I have the honor to be, &c. (Signed) “W. H. RICKETTS, Captain.”

This officer was advanced to the rank of commander while serving as first of the *Africa* 64, in Oct. 1810; and had the misfortune to lose the *Halcyon* sloop, in *Anato Bay*, on the north side of *St. Domingo*. May 19th, 1814.

### CHARLES CLYDE, Esq.

Was made a lieutenant in 1794; and advanced to his present rank, whilst serving as first of the *York* 74, on the 21st Oct. 1810. He married, April 20th, 1818, a daughter of the Rev. William Milton, vicar of *Heckfield*, co. *Hants*.

---

\* See Suppl. Part II. p. 475 *et seq.*

### THOMAS VIVION, Esq.

SON of the late Mr. Thomas Vivion, the senior purser in H. M. navy.

This officer was made a lieutenant in 1794 ; and commander, while serving as first of the Royal Sovereign 110, in Oct. 1810.

### GREGORY GRANT, Esq.

WAS made a lieutenant in 1795 ; and appears, by James's Naval History, to have been wounded in an action with the Cadiz flotilla, while serving in the boats of the Prince George 98, July 3d, 1797. He was promoted to his present rank from the Royal Oak 74, in Oct. 1810 ; appointed to the Drake sloop, on the Heligoland station, Mar. 12th, 1812 ; and subsequently sent to Jamaica.

### ROBERT BENJAMIN YOUNG, Esq.

A SON of the late Lieutenant Robert Parry Young, R. N., whose only sister was the wife of the late Admiral John Brisbane.

This officer was born at Douglas, in the Isle of Man, Sept. 15th, 1773 ; and first went to sea, in the Cruiser cutter, about June 1786 ; between which period and Sept. 1794, he served in various line-of-battle ships, on the Channel and West India stations. At the latter date he was appointed acting lieutenant of the Thorn sloop, Captain (now Sir Robert Waller) Otway, who makes honorable mention of his spirited conduct in the action between that vessel and le Courier National, French corvette, ending in the capture of the latter, May 25th, 1795. He also distinguished himself on various occasions during the Carib war in the Island of St. Vincent, but particularly at the attack of Owia and Chateau-Bellair, the loss of which posts obliged the enemy to retire into the interior. On the former occasion, he commanded the party landed with

a detachment of H. M. 60th regiment, led the boats himself through a heavy surf, and had his hat and coat shot through, whilst proceeding to the assault. His first commission from the Admiralty, appointing him to the *Majestic* 74, bearing the flag of Sir John Laforey, and about to return home from the Leeward Islands, bears date Jan. 21st, 1796. He arrived in England on the 24th April following: and subsequently served under Captains Charles Lindsay and Richard Retalick, in the *la Bonne-Citoyenne* sloop, on the Channel and Mediterranean stations. Whilst thus employed, he witnessed the battle off Cape St. Vincent, Feb. 14th, 1797; and assisted in capturing two French privateers, *le Pluvier* and *la Carnarde*. In Oct. 1798, he was removed, at Naples, to the *Colossus* 74, Captain George Murray; with whom he suffered shipwreck in St. Mary's harbour, Scilly, Dec. 10th following\*.

Lieutenant Young's next appointments were,—in April 1799, to be first of the *Savage* sloop, Captain Norborne Thompson, then employed on the Boulogne station, and afterwards in occasional co-operation with the British forces at the Helder;—in 1802, to the *Goliah* 74, commanded by his first cousin, Captain (afterwards Rear-Admiral Sir Charles) Brisbane, under whom he assisted at the capture of *la Mignonne*, French corvette, near Cape Nicola Mole, St. Domingo;—Sept. 30th, 1803, to the *Windsor Castle* 98;—shortly afterwards to the *Foudroyant* 80;—and, Mar. 28th, 1804, to command the *Entreprenante* cutter. His exertions, as first of the *Goliah*, during, and after a midnight hurricane, in which that ship was laid on her beam-ends and dismasted, on her return home from the West Indies, appear to have been no less deservedly than highly praised; for we are informed, that on the very next day she was in full chase of, and succeeded in recapturing, a merchantman of considerable value. It was in the storm to which we allude, that the *Calypso* sloop, Captain W. Venour, then under the orders of Captain Brisbane, was run down and sunk by one of the homeward bound convoy; not an individual on board of either escaping.

---

\* See *Nav. Chron.* I. 86.



The *Entreprenante*, after having had the honor of attending on King George III., at Weymouth, in company with the *Crescent* and *Æolus* frigates, was employed in escorting supplies to the blockading squadrons off l'Orient and Havre, near which latter port she made several captures. In July 1805, she was attached to the Mediterranean station; and on the day previous to the ever memorable battle of Trafalgar, Lieutenant Young received directions to keep close to Nelson's flag-ship, the heroic chief having resolved to send him home with the account of his justly anticipated victory. Towards the close of that celebrated engagement, a French 74, l'*Achille*, caught fire, and, in about an hour afterwards, exploded; but not before the *Entreprenante*, in conjunction with the *Pickle* schooner, and the boats of the *Prince George* and *Swiftsure*, had succeeded in rescuing about 200 of the unfortunate enemy. This, we should observe, was a most dangerous, and, to Lieutenant Young, an expensive service; l'*Achille*'s guns, when heated, discharging their contents; and humanity prompting him to distribute among the captives the whole of his linen, wine, and other necessaries, for which he never received the least remuneration. During the tremendous gale that immediately ensued, the *Entreprenante*, although crowded with prisoners, and in the greatest distress for want of water, was indefatigable in ascertaining, and correctly reporting the position of the prizes, one of which, the *Bahama* 74, would have been run into Cadiz but for her timely telegraphic intelligence. Instead, however, of being sent to England, according to the deceased hero's intention, Lieutenant Young was ordered to convey the duplicate despatches to Faro; and, consequently, instead of obtaining preferment, and the usual handsome donation, all that he received was a sword, value one hundred guineas, presented to him by the Committee of the Patriotic Fund. In 1806 and 1807, he was almost incessantly employed in watching the enemy's fleet at Brest, a service of the most arduous nature. In 1809, after having been indulged with a few months' relaxation, for the recovery of his health, he was appointed first lieutenant of the *Ulysses* 44, Captain the *Hon. Warwick Lake*; and he appears to have been the senior offi-

cer of his rank employed in flat-bottomed boats during the Walcheren expedition. On the termination of that service, he was removed to the Princess Caroline 74, Captain Charles Dudley Pater; under whom he was serving, in the Gulf of Finland, when promoted to his present rank, Oct. 21st, 1810. Since that period he has most reluctantly continued on half-pay.

This officer married in Mar. 1810, and has issue three sons and two daughters. His grandfather died first lieutenant of the Cumberland 66, bearing the broad pendant of Commodore Pocock, on the East India station, in 1755. His paternal uncle, James Young, Esq. was a lieutenant-colonel of marines: and his brother, Lieutenant John James Young, R. N. died afloat in the year 1796.

---

### WILLIAM RICHARD BAMBER, Esq.

OBTAINED a lieutenant's commission in 1796; and commanded the Bouncer and Havock, gun-brigs, between 1801 and 1810. He was promoted to his present rank on the 21st October in the latter year; appointed to the Imogene sloop, Oct. 7th, 1813; and employed in the Ordinary at Portsmouth between 1825 and 1828. His eldest son, a midshipman of the Hyperion frigate, was drowned off Monte Video, Jan. 6th, 1820.

---

### HENRY DAVIS, Esq.

WAS made a lieutenant in 1796; promoted to his present rank, whilst serving as first of the Venerable 74, Oct. 21st, 1810; and appointed to the Ordinary at Portsmouth, in 1822.

---

### HYDE JOHN CLARKE, Esq.

WAS made a lieutenant in 1797, and commander Oct. 21st, 1810.

---

**ALEXANDER ROSE, Esq.**

WAS made a lieutenant in 1797; presented with the Turkish gold medal, for his services during the Egyptian campaign, in 1801; and promoted to the rank of commander Oct. 21st, 1810. He died in 1826.

**JAMES LEACH, Esq.**

WAS born at Deal, in Kent, Oct. 16th, 1778; and sent to France, at a very early age, in order to acquire the language of that country. He commenced his naval career in Aug. 1790; and served until the breaking out of the French revolutionary war, as midshipman on board the *Cockatrice*, of 14 guns, Captain Walter Locke; *Pomona* 28, Captain Henry Savage; and *Kite* 14, Captain William Lamb. He was in the *Alfred* 74, Captain John Bazely, at the great battle of June 1st, 1794; in the *Blenheim* 90, commanded by the same officer, at the destruction of *l'Alcide* 74, in the vicinity of Toulon, July 13th, 1795; in *le Censeur* 74, Captain (now Sir John) Gore, when that ship was taken by an enemy's squadron, under Mons. Richery, after a most obstinate defence, Oct. 7th following; in the *Isis* 50, Captain Robert Watson, during the mutiny at the Nore; and in the same ship, acting as lieutenant, under the command of Captain William Mitchell, at the defeat of the Dutch fleet, near Camperdown, Oct. 11th, 1797. For his conduct on the two latter occasions, he was promoted into the *Albatross* sloop, Captain George Scott, on the 18th of the ensuing month.

After a short period, Lieutenant Leach was removed to the *Isis*, at the particular request of Captain Mitchell; and we subsequently find him serving under the late Lord Collingwood, in the *Triumph* 74, off Brest. His next appointment appears to have been to the *Falcon* 14, which sloop was converted into a fire-vessel, and sent with three others to attempt the destruction of four French frigates, in Dunkirk roads; an enterprise already noticed under the head of Cap-



tain Patrick Campbell \*. Between July, 1800, and Nov. 1801, he commanded the hired armed vessels *Thetis* and *Earl Spencer*. After the renewal of hostilities, in 1803, he was successively appointed to raise seamen at Lynn, in Norfolk; to serve under Captain Richard Grindall, in the *Prince 98*; to command the *Jennet* cutter; to assist in training the Topsham district of Sea-Fencibles; to be a lieutenant of the *Audacious 74*, Captain (now Admiral) Lawford; and to command the *Prince Frederick*, convalescent-ship, and, July 30th, 1806, the *Milbrook* schooner, which vessel was wrecked on the *Burlings*, near Lisbon, Mar. 26th, 1808. Previous thereto, he had received the following handsome testimonials from the British Factory at Oporto :

“*September 2d, 1807.*”

“Dear Sir,—I have herewith the pleasure to send you a copy of the resolution taken at a general meeting of the Factory on the 31st ultimo, with a bill for the purchase of the token therein mentioned.

“To this public testimony of the deserved esteem in which you are held by all your countrymen here, I beg leave to add the assurance of my personal regard and most friendly consideration. I shall be at all times happy to be in any shape useful to you, in this part of the world; and with my best wishes for your health and happiness, I am, dear Sir, your most faithful, humble servant,

(Signed)                   “WILLIAM WARRE, Consul.”

(ENCLOSURE).

“Resolved,—That Mr. Consul be requested to convey our hearty thanks to Lieutenant Leach, commander of *H. M. schooner Milbrook*, for the effectual protection he hath afforded to our trade, as well as to the trade in general of this port, during the time of his being stationed here; and together with the assurance of our best wishes for his health and happiness, to beg his acceptance of a piece of plate, of the value of 50*l.*, as a token of our regard, and of the high sense we have of his professional merit.”

(Signed by the Consul, by Richard Pennell, Esq.  
the Treasurer, and by the heads of fourteen  
mercantile firms).

Copies of these documents, together with a letter signed by most, if not all, of the masters of merchant vessels then employed in the Oporto trade, were transmitted to the under-

---

\* See Vol. II. Part I. p. 290 *et seq.*

writers at Lloyd's, and by them laid before the Lords Commissioners of the Admiralty. The court-martial by which Lieutenant Leach was necessarily tried, for the loss of the *Milbrook*, not only acquitted him of all blame, but deemed his conduct highly meritorious and praiseworthy; and the crew of that vessel, in order to evince their esteem and gratitude, requested his acceptance of a sword, value fifty guineas.

We next find Lieutenant Leach proceeding in the *Black Joke* lugger, to the coast of Spain, on a special service; and afterwards commanding the *Desperate*, mortar-vessel, on the Downs station. He served as an agent for transports during the Walcheren expedition, in 1809; obtained the command of the *Arrow* schooner, on his return from the Scheldt; and was advanced to the rank of commander in Oct. 1810. Between Sept. 1814 and Dec. 1815, he commanded the *Martial* sloop, successively employed on the Irish, West India, and Channel stations. From June 1825 until July 1828, he assisted Captain John Bowker and his successor, in superintending the Ordinary at Plymouth.

Commander Leach died at his native place, Deal, Aug. 22d, 1831. He was twice married; but left no issue.

---

## JOHN CARTWRIGHT, Esq.

*(Better known as Major Cartwright, the celebrated political agitator).*

THIS officer was descended from a family, the head of which represented the borough of Retford, during the reign of Charles I. One of his brothers, Charles Cartwright, Esq., was author of "A Journal of Transactions and Events during a Residence of nearly sixteen years on the coast of Labrador," 3 vols. 4to. published in 1793; and another, the Rev. Edmund Cartwright, D. D., rector of Goadby Merwood, co. Leicester, and prebendary of Lincoln, a gentleman of extraordinary mechanical talents, and author of several works.

Mr. John Cartwright was born, we believe, at Marsham, co. Nottingham, in 1740; and entered the royal navy just in

time to witness the demolition of Cherbourg, by the forces under Lieutenant-General Bligh and Commodore Howe, in August, 1758 \*. He was likewise present, and behaved well, at the battle between Hawke and De Conflans, near Quiberon, Nov. 20th, 1759. After attaining the rank of lieutenant, we find him proceeding to Newfoundland, in the Guernsey 50, bearing the broad pendant of Commodore Hugh Palliser, by whom he was appointed to the command of a cutter on that station, in 1766. About four years afterwards, he went on half-pay, and began to write political pamphlets. In 1775, he became major of the Nottingham militia; and in the following year, declined serving at sea under Lord Howe, because he disapproved of the American war. On account of his repeated attendance at seditious meetings, his right of succession to the vacant lieutenant-colonelcy of the above regiment was, on five successive occasions, set aside by the Duke of Newcastle, then lord-lieutenant of the county; and he was at length finally dismissed from that corps, in 1792. From this period, down to the day of his death, in 1824, he was continually before the eye of the public, as the most indefatigable of all the preachers of radical reform, annual parliaments, and universal suffrage.

It is a singular fact, that, on the 25th Oct. 1809, nearly forty years after he had quitted the navy, this gentleman's promotion to the rank of commander was announced in the London Gazette. We shall here give a list of the principal of his printed works, which, exclusive of innumerable contributions to newspapers and magazines, amount to at least fifty volumes octavo.

“American Independence the Interest and Glory of Great Britain,” 8vo. 1774.—“A Letter to Edmund Burke, Esq. controverting the Principles of Government laid down in his Speech of April 9th, 1774,” 8vo. 1775.—“Take your Choice, Representation and Respect, Imposition and Contempt, Annual Parliaments and Liberty, Long Parliaments and Slavery,” 8vo. 1776, (reprinted in 1777, under the title of, “The Legislative Rights of the Commonalty Vindicated.”)—“A Letter to the Earl of Abingdon,

---

\* See Vol. I. Part I. p. 155 *et seq.*



discussing a Position relative to a Fundamental Right of the Constitution, contained in his Lordship's 'Thoughts on the Letter of Edmund Burke, Esq.' 8vo. 1777.—“The People's Barrier against undue Influence and Corruption,” 8vo. 1780.—“Give us our Rights,” (a letter to the electors of Middlesex), 8vo. 1782.—“Internal Evidence; or an Inquiry how far Truth and the Christian Religion have been consulted by the Author of ‘Thoughts on a Parliamentary Reform \*,’” 8vo. 1784.—“Letter to the Duke of Newcastle, respecting his Conduct in the Disposal of Commissions in the Nottingham Militia,” 8vo. 1792.—“Letter to a Friend at Boston, and to all other Commoners who have associated in support of the Constitution,” 8vo. 1793.—“The Commonwealth in Danger; with an Introduction containing Remarks on some late Writings of Arthur Young,” 8vo. 1795.—“A Letter to the High Sheriff of the County of Lincoln, respecting the Laws of Lord Grenville and Mr. Pitt, for altering the Criminal Law of England respecting Treason and Sedition,” 8vo. 1795.—“The Constitutional Defence of England, Internal and External,” 8vo. 1796.—“An Appeal on the Subject of the English Constitution,” 8vo. 1797; enlarged and reprinted in 1799.—“A Letter to the Electors of Nottingham,” 8vo. 1803.—“England's Ægis; or the Military Energies of the Empire,” 2 vols. 12mo. 1803-6.—“The State of the Nation, in a Series of Letters to the Duke of Bedford,” 8vo. 1805.—“Reasons for Reformation,” 8vo. 1809.—“The Comparison; in which Mock Reform, Half Reform, and Constitutional Reform, are considered,” 8vo. 1810.—He was also the author of several papers in “Young's Annals of Agriculture.”

The subject of the foregoing sketch married, in 1780, the eldest daughter of Samuel Dashwood, of Wells, co. Lincoln, Esq.

---

### CHARLES BENNETT, Esq.

WAS made a lieutenant in 1797; and served under Captain (now Sir Charles) Tyler, in the Tonnant 80, at the memorable battle of Trafalgar; towards the close of which he boarded and took possession of the French 74 Algésiras. On the evening of the following day, the perilous situation of that ship compelled him to liberate his prisoners, by whom he was carried into Cadiz, with about fifty of the Tonnant's crew, the whole of whom, however, were allowed to return to the

---

\* Soame Jenyns.

British fleet in a frigate sent out to receive the wounded Spaniards found on board the prizes. His commission as commander bears date Oct. 21st, 1810.

---

### JOHN NORTON, Esq.

WAS born at Yarmouth, co. Norfolk, April 15th, 1771 ; and appears to have entered the navy in 1789. We first find him serving under Sir Richard J. Strachan, in the Phœnix frigate, on the East India station \* ; and next in the Alexander 74, commanded by the late Sir Richard Rodney Bligh, with whom he was taken prisoner and carried into Brest, in Nov. 1794 †. On his return from captivity he joined the Topaze frigate, Captain Stephen George Church ; and on the 28th Aug. 1796, assisted at the capture of la Elizabet, French frigate, near Cape Henry, on the coast of America. His promotion to the rank of lieutenant took place in 1799 ; and he was afterwards successively appointed to the Resolution 74, Captain the Hon. Alan Hyde Gardner, with whom he sailed for the West Indies, Feb. 7th, 1802 ;—to the Trent 36, bearing the flag of Admiral Lord Garduer, at Cork, in 1804 ;—to the command of the Frisk cutter, in 1805 ;—and to the Fame 74, Captain Richard H. A. Bennet, fitting out for the Mediterranean station, in May, 1807. Whilst in the Frisk, he assisted at the capture and destruction of a three-gun battery, situated on Pointe d'Equillon, in the Pertuis Breton, and was highly commended, by Lord Cochrane, for his conduct on that occasion. He obtained the rank of commander in Oct. 1810, since which he has not been employed.

This officer married in 1803, and has issue one daughter.

---

\* See Vol. I. Part I. p. 285.

† See p. 254 *et seq.* of this volume.

### WILLIAM KELLY (a), Esq.

WAS made a lieutenant in 1799; and promoted to the rank of commander, whilst serving as first of the *Illustrious* 74, Captain William Robert Broughton, Oct 21st, 1810. He died in 1824.

---

### WILLIAM SLAUGHTER, Esq.

WAS made a lieutenant on the 18th Sept. 1806; and distinguished himself whilst serving as third of the *Amphion* frigate, Captain William Hoste, at the capture and destruction of an enemy's convoy, moored in a strong position under a battery of four 24 pounders, in sight of the Italian squadron at Venice. The official details of this "very gallant and well-conducted" enterprise will be found under the head of Captain Charles G. R. Phillott, in Suppl. Part IV. The service for which Mr. Slaughter was promoted to his present rank, Nov. 21st, 1810, is thus described in the *London Gazette*:—

*"Amphion, Gulf of Trieste, June 29th, 1810.*

"Sir,—A convoy of several vessels from Trieste were chased into the harbour of Grao by the boats of the *Amphion* yesterday morning, and the officer (Lieutenant Slaughter), on his return, reported that they were laden with naval stores for the arsenal at Venice. As the Italian Government are making great exertions at the present moment to fit out their marine at that port, the capture of this convoy became an object of importance; and I was the more induced to attempt it, as its protection (it was said) consisted only in twenty-five soldiers stationed at Grao, an open town in the Friule; the sequel will shew that we were deceived both as to the number of the garrison and the strength of the place; and if I should enter too much into detail in relating to you the circumstances attending its capture, I trust, Sir, you will consider it on my part as only an anxious desire to do justice to the gallant exertions of those who were employed on the occasion.

"The shoals of Grao prevent the near approach of shipping of burthen; the capture of the convoy therefore was necessarily confined to boat service, and I telegraphed to H. M. ships *Cerberus* and *Active* on the evening of the 28th, that their boats and marines should assemble alongside the *Amphion* by twelve o'clock that night. It fell calm in the early part of the even-



ing ; and conceiving, from our distance from Grao, that the boats of the Active (who was considerably in the offing) would not arrive in time, I wrote to Captain Gordon to request they might be sent immediately : I mention this, as it will account why that ship's boats and marines were not in the station assigned them in the attack, and that no possible blame can be imputed to the officers and men employed in them for their not being present, as distance alone prevented them. Captain Whitby, of the Cerberus, very handsomely volunteered his services on this occasion ; but I considered it as a fair opportunity for my second lieutenant (Slaughter), (the first lieutenant being absent, having been detached on other service in the barge the day before,) to distinguish himself, and he has fully in every way justified the confidence I had in him.

“The convoy were moored in a river above the town of Grao, and it was absolutely necessary to be first in possession of it. The defences of the town were two old castles, almost in ruins, with loopholes for musketry, and a deep ditch in their front, extending from one castle to the other. The boats from the Amphion and Cerberus put off from the ship about forty minutes past eleven, and the marines of both ships, under Lieutenants (Thomas) Moore and (Jeremiah) Brattle (of marines), and Lieutenant (James) Dickenson of the Cerberus, the whole under the command of Lieutenant Slaughter, landed without musket-shot to the right of the town before day-light, and instantly advanced to the attack, the launches with carronades under Lieutenant (Donat Henchy) O'Brien (third of the Amphion) accompanying them along shore. It had been intended that the Amphion's and Active's should have landed to the right of the town, and the Cerberus to the left ; but the former boats not arriving, Lieutenant Slaughter very properly took the Cerberus's with him, and left the gig to direct the Active's to the left ; of course they had much further to row, and, much to the regret of all, did not get on shore till after the place was taken. A very heavy firing commenced about dawn of day. The enemy considerably stronger than was imagined, and assisted by a numerous peasantry, kept up a very destructive fire upon our men whilst advancing, who purposely retired a little to the left, taking shelter under some hillocks, and what the unevenness of the ground afforded ; they were followed by the French troops, who, conceiving this to be a retreat on the boats, quitted their advantageous position and charged with the bayonet. It no longer became a contest to be decided by musketry ; they were received with the steadiness and bravery inherent in Englishmen. Both officers and men were personally engaged hand to hand, and out of the number killed of the enemy in this encounter, eight were bayonet wounds, which will convince you, Sir, of the nature of the attack.

“A struggle of this kind could not last long, and the French troops endeavoured, in great confusion, to regain their former position. They were closely pursued, and charged in their turn, which decided the business ; and the whole detachment of the enemy, consisting of a lieutenant, serjeant,

and thirty-eight privates of the 81st regiment (all Frenchmen) were made prisoners, leaving our brave men in possession of the town, and thirty-five vessels laden with stores and merchandize. The Active's boats landed at this moment, to the left, and her marines, under Lieutenant Foley, were of great use in completely securing the advantages gained. Every exertion was now made to get the convoy out of the river; but it being almost low water, it was late in the evening before they could be got afloat, and much labour and fatigue was occasioned, being obliged to shift the cargoes into smaller vessels, to get them over the bar. About eleven o'clock in the forenoon, an attack was made on the town by a party of French troops coming from Maran, a village in the interior. The force nearest them, under Lieutenants Slaughter, Moore, and Mears, of the Active, instantly attacked, assisted by the launches in the river; and the enemy, finding all resistance ineffectual, after losing two killed, threw down their arms and surrendered. In this latter business, a lieutenant and twenty-two men of the 5th regiment of light infantry (all French troops) were made prisoners. The same intrepidity which had ensured success before, was equally conspicuous on this second occasion. About seven in the evening I had the satisfaction of seeing the whole detachment coming off to the squadron, which I had anchored about four miles from the town, directly the wind allowed, and every thing was secured by eight o'clock. A service of this nature has not been performed without loss; but every thing considered, it falls short of what might have been expected from the obstinate resistance met with. Lieutenant Brattle, of the royal marines, of the Cerberus, is severely wounded in the thigh, but will, I trust, recover. He has (with every officer and man in the party) distinguished himself greatly. No credit can attach itself to me, Sir, for the success of this enterprise; but I hope I may be allowed to point out those to whose gallant exertions it is owing: nor can I sufficiently express my thanks to the commanding lieutenant, Slaughter, who has on this, and on many frequent instances before, given proofs of courage and conduct, which merit every encouragement; and I beg leave to recommend him, in the strongest terms, to your consideration. He expresses himself in the handsomest manner of Lieutenant Dickenson, of the Cerberus, and Moore and Brattle, of the marines, and of every petty officer and man employed.

"It is hard to particularize where all distinguish themselves; but the conduct of Lieutenant Moore, who commanded the marines (till the Active's landed), is spoken of in such high terms by all, that I feel it a duty to mention him; and I do it in that confidence of his worth, which his exemplary behaviour, during five years' service together, has long insured him.

"Opportunities do not often occur where officers are personally engaged; but in the one I have endeavoured to describe, the commanding lieutenant, and his two gallant associates (Moore and Dickenson), owe their lives to their own individual bravery and strength. Indeed, the con-

duct of every one employed merits the warmest encomiums ; and I regret I cannot have it in my power to particularize them.

“The vessels captured are chiefly laden with steel, iron, and merchandize. The prisoners in all are two lieutenants, two serjeants, and fifty-six privates, of the 5th and 81st regiments, which composed part of General Marmont’s army, and distinguished themselves in the late war with Austria, at the battle of Wagram.

“I enclose returns of the killed and wounded, and have to regret four valuable marines amongst the former. I also forward the returns of officers employed on this service, with the vessels captured ; and I have,  
&c. (Signed) “W. Hoste.”

“To Admiral Sir Charles Cotton, Bart.  
&c. &c. &c.”

The loss sustained by the attacking party amounted to four men killed and eight wounded. The petty-officers, &c. employed under Lieutenant Slaughter, whose names are not given above, were Mr. Charles H. Ross, master’s-mate ; Messrs. Joseph Gape, Thomas Edward Hoste, Charles Bruce, and Cornwallis Paley, midshipmen ; Mr. Samuel Jeffery, volunteer ; and Mr. James Leonard Few, schoolmaster ; of the Amphion : Messrs. John Miller, George Farenden, Joseph Stoney, George Fowler, William Sherwood, Charles Mackey, and Lewis Rollier, midshipmen ; and Mr. John Johnson, gunner ; of the Cerberus.

In Dec. 1812, Commander Slaughter was appointed to the Archer sloop, in which vessel he continued during the remainder of the war.

---

### ROBERT RUSSEL, Esq.

WAS made a lieutenant on the 1st Mar. 1805 ; and slightly wounded while commanding a sub-division of gun-boats, at the reduction of Flushing, in Aug. 1809. He obtained his present rank, together with an appointment to the Cygnet sloop, Jan. 3d, 1811 ; and lost that vessel, off Courantyn River, in 1815.

---



## WALTER FORMAN, Esq.

COMMENCED his gallant career in the royal navy on the 4th Feb. 1795; and served the whole of his time as midshipman, under the command of the present Admiral Sir Edward Thornbrough, G. C. B., in the *Robust* 74, *Formidable* 98, and *Mars* 74\*. On the 10th Oct. 1801, he was promoted into the *Ville de Paris*, first-rate, bearing the flag of Admiral the Hon. William Cornwallis; and in the beginning of 1802, he appears to have been removed into the *Magnificent* 74, Captain (now Vice-Admiral) John Giffard, under whom he assisted in quelling the mutiny of the 8th West India regiment, at Prince Rupert's, in the island of Dominica †. He subsequently joined the *Rambler* brig, of 14 guns; and was the only lieutenant on board that vessel for a period of three years, during nearly the whole of which time she was most actively employed, either in watching the Brest fleet, or in keeping up a communication between the commander-in-chief off Ushant and the blockading squadrons off Rochefort and Ferrol. In the course of the latter service, she was twice on the point of foundering, and obliged to throw overboard all her guns. The following are copies of letters written by the officer who commanded her at the commencement of the late war:

*H. M. sloop Rambler, Aug. 16th, 1804.*

“Sir,—I have the honor to acquaint you, that, being between l'Isle Dieu and the Main, on the morning of the 7th instant, I observed nine sail close inshore, steering to the south-eastward. About 9, it fell calm. I then sent the boats, under the command of Lieutenant Forman and Mr. Cox, master's-mate, to take possession of them; but, favored by a light air, they came to an anchor under the battery of St. Gillies, within musket-shot of the shore; notwithstanding which, two sloops were brought off, with great gallantry, under a smart fire from field-pieces and musketry. The others cut their cables, and ran aground, so near the pier-head that it was impossible to get them off. I have the honor to be, &c.

(Signed) “THOMAS INNIS.”

“*To Sir Charles Cotton, Bart.*  
*&c. &c. &c.*”

\* See Vol. I. Part I. p. 169 *et seq.* † See Vol. II. Part II. p. 750 *et seq.*

“ Deal, October 11th, 1827.

“ Dear Sir,—I have received your letter, and am extremely happy to have it in my power to bear testimony to your meritorious conduct during the time you served as lieutenant in H. M. sloop Rambler, when under my command, in 1803 and 1804, particularly the gallantry you displayed in cutting out two vessels belonging to a small convoy, which took shelter in the harbour of St. Gillies, under a heavy fire of field-pieces and musketry from the shore; and I remember the readiness with which you volunteered your services in all times of danger.

“ Admiral Cornwallis mentioned to me your offer to join in an attempt to destroy the French fleet by fire-ships; for which purpose arrangements were made: but the removal of the fleet into the inner harbour prevented the admiral from putting his design into execution. I am, dear Sir, yours very sincerely,

(Signed)

“ THOMAS INNIS, Captain.”

“ To Commander Walter Forman.”

In 1805, the Rambler, then commanded by the present Captain Henry E. P. Sturt Grindall, engaged three French national vessels, each mounting fourteen guns, and drove them and the vessels under their protection into the harbour of Couquet. Her log will prove, that she was several other times engaged in skirmishes with coasting convoys, under the enemy's batteries.

Lieutenant Forman's next appointment was, shortly after the battle of Trafalgar, to the Queen 98, in which ship, successively bearing the flags of Lord Collingwood, the late Admiral John Child Purvis, and the present Sir George Martin, he served nearly two years, off Cadiz and in the Archipelago. In 1806, being then at Gibraltar, the boats of the Euryalus frigate were placed under his command, and sent to rescue an English gun-vessel which had drifted close to the shore, in the neighbourhood of St Roque:—although exposed to a heavy fire from the Spanish batteries, he succeeded in warping her clear of all danger, and that without losing a man. “ His removal from the Queen,” says Lord Collingwood, “ was at his own request. He preferred a small ship; and I thought it proper to gratify an active and zealous officer with a situation which he considered more likely to afford him an opportunity of distinguishing himself. I accordingly appointed him first lieutenant of the Herald

sloop of war." On the 14th Nov. 1807, the commander of that ship made the following report to his lordship :

" My Lord,—In the execution of your orders, when off Otranto, with H. M. sloop under my command, on the 25th ultimo, I observed an armed trabaccolo under that fortress ; and conceiving it practicable to cut her out, under cover of night, I despatched the boats, directed by Lieutenant Walter Forman, who executed the orders given to him with the greatest gallantry, under a heavy fire of great guns and musketry, both from the vessel and the shore. She was shortly brought out, and proves to be le Cæsar, French privateer, of four 6-pounders, belonging to Ancona, having on board a cargo of rice and flour, on account of the French Government, bound to Corfu. The crew defended her until the boats were alongside, when all, excepting four men, escaped by a stern hawser. The Herald has received some little injury both in the hull and rigging ; but I am happy to say that my object was obtained with only one officer (Mr. James Wood, carpenter, dangerously) wounded in the boats, and three seamen in the ship. I have the honor to be, &c.

(Signed)

" G. M. HONY."

" To the Right Hon. Lord Collingwood,

&c. &c. &c."

On a subsequent occasion, Lieutenant Forman, in the Herald's gig, with only four men, captured a large coasting vessel, in a bay at the mouth of the Dardanelles, her crew, consisting of thirty Greek sailors and ten armed Turks, deserting her before he got alongside, leaving two long 4-pounders and a number of small arms already loaded and primed. A short time afterwards, in the same small boat, he got possession of a similar vessel, close to the rocks of Scio ; but being exposed to a smart fire from the Turkish musketry on shore, and pelted by the Greek crew with heavy stones from the overhanging cliffs, he was obliged for a time to abandon her, with one of his men severely wounded in the face. On being joined by the Herald's cutter and jolly-boat, he immediately landed, drove away the enemy, and brought off his prize in triumph. Another time, while successfully attacking some vessels at the island of Cephalonia, a man in the same boat with him was shot through the arm. He subsequently drove on shore and destroyed a large brig, under a heavy fire of musketry, by which a man close to him, and two others, belonging to the Paulina sloop, were very



severely wounded. We next find him sent with the boats of the Herald alone, to board a large armed transport ship, which had been driven on shore, in the middle of the day, within musket-shot of a martello tower, about half-way between Brindisi and Otranto, where she was also protected by about forty Italian grenadiers, with a field-piece on the beach. This service was performed in the most gallant and masterly manner, under a very heavy fire of grape shot from the ship, the tower, and field-piece. After carrying the former, the launch, armed with a carronade, drove the soldiers out of the tower, the gun upon which was soon dismantled, by turning those of the prize against it. She proved to be laden with corn, and bound to the island of Corfu; but, unfortunately, she could not be warped out, and was consequently set on fire. In the performance of this brilliant exploit, one of the gallant party was shot through the body, by a musket-ball from the shore. A few days afterwards, Lieutenant Forman landed in the island of Santa Maura, under a heavy discharge of musketry, and succeeded in bringing off a brig, with a similar cargo, and likewise bound to Corfu, then strictly blockaded: his loss on this occasion consisted of one man killed, one mortally and two severely wounded.

On the 4th June, 1809, the following letter was addressed to Lord John Thynne, by the officer who had some time before succeeded Captain Hony in the command of the Herald:

“ My Lord,—Though I have not the pleasure of your lordship’s acquaintance, yet, at the desire of my first lieutenant, Mr. Walter Forman, I am induced to address you, in order that his merits may not pass unnoticed.

“ Understanding that your lordship is about to intercede with the Admiralty to get him promoted, may I beg to assure you that there cannot be a person more worthy than he is; that I have several times been an eye-witness of his gallantry and judgment as an officer, in very dashing affairs; and there is no one in the service, whom I am more desirous to see promoted than my worthy friend Mr. Forman. I have the honor to be, &c.

(Signed)

“GEORGE JACKSON.”

During the period that Lieutenant Forman served in the

Herald, under Captains Hony and Jackson, he commanded the boats of that sloop in thirty close actions with the enemy; captured and destroyed more than forty vessels of different descriptions, including those already mentioned; and had between twenty and thirty of his subordinates killed and wounded. In 1810, he was, for a short time, first lieutenant of the Princess Charlotte frigate, Captain George Tobin, and present at the capture of two French privateers. In the beginning of 1811, he was ordered to India, on promotion; and proceeded thither in the Actæon brig, Captain Bertie Cornelius Cator. On his arrival at Ceylon, he was appointed first of the Bucephalus frigate, Captain — Drury, then at Java, and sent to join her in the Cornelia 32, Captain W. F. Owen, by whose directions he did duty as senior lieutenant during the whole of the passage; and from whom he subsequently received an order to act as commander of the Procris brig, in which vessel he accompanied the late Captain James Bowen, of the Phoenix frigate, on an expedition against Sambas, a piratical state on the western coast of Borneo.

Finding, on his arrival off the principal river, that frigates could not cross the bar, Captain Bowen then hoisted a broad pendant on board the Procris, and proceeded in her, accompanied by two other small vessels and the boats of the squadron, to the attack and capture of Palambang, situated sixty miles from the sea. On his way thither, batteries containing altogether 101 pieces of cannon, were taken without resistance; as was likewise the Sultan's palace, although 140 guns were mounted for its defence.

After commanding the Procris for five months, Lieutenant Forman was appointed first of the Malacca frigate, Captain Donald Hugh Mackay; and, finally, promoted to the rank of commander, Dec. 1st, 1813. Since that period he has never been employed, though, as appears by the following documents, he has repeatedly tendered his services:

*“Admiralty, Dec. 13th, 1814.*

“Sir,—Having laid before my Lords Commissioners of the Admiralty your letter of the 12th instant, with its enclosure, requesting that you may be allowed to serve under Commodore Owen, as a volunteer, I have their

Lordships' commands to acquaint you, that your request cannot be complied with. I am, &c. (Signed) "JOHN BARROW."

"To Captain Forman, R. N."

The next is a letter addressed by Captain Forman to Viscount Melville, just before the conclusion of the war with America.

"My Lord,—As I conceive it to be the duty of every Englishman to impart whatever observations may tend to promote the good of his country, I do not hesitate to address myself to your Lordship upon a subject which, if not the most important, at least affects the honour and national feelings of this country more, perhaps, than any other possibly could,—I mean the ascendancy which the American men-of-war seem to possess, individually, over the ships of His Majesty's navy. If we may credit newspaper reports, the American corvette *Wasp* recently sustained an engagement with His Majesty's brig *Avon* for nearly two hours; and then, after receiving two broadsides from the *Castilian* (another English man-of-war), sheered off, without apparently having received any material damage, while her opponent was left in a sinking state.

"This wonderful success, my Lord, on the part of the Americans, cannot be solely attributed to disparity of force. The difference of a few guns was not an object of calculation during the French war, and cannot possibly be the principal cause of the results which we now so often witness. Had the guns of His Majesty's brig, in this encounter, produced the same effect in the *Wasp*, proportioned to their number and weight of metal, as the guns of the *Wasp* did in her, her opponent (the *Wasp*) would have been, very nearly, in as helpless a condition as herself, and might easily have been captured by the *Castilian*. Either these two vessels fought at some distance from each other, and the guns of the *Wasp* were plied with greater precision than those of the English brig, or, if they were close alongside of each other, there must have been some cause, independent of a trifling superiority of force, which gave the American corvette so great an advantage over her English antagonist. As I do not happen to be acquainted with any of the officers that have been engaged with the Americans, I have no means of proving the justice of my opinion; but as it is clear that the ships of both nations are composed of the same materials, the same force ought to make the same impression on both sides, which does not appear to have been the case in some of our recent naval engagements with the Americans. It is therefore very natural to conclude, that the effect of our guns must either have been weakened by having been *overloaded*, or else (in compliance with an order which was once issued by the Admiralty respecting *carronades*) our ships' *carronades*, when closely engaged with the enemy, have been loaded *solely* with grape and canister, which will not penetrate a ship's side, while the Americans



have made use of round shot only. Even *supposing* that the guns of our ships were loaded with round shot, *together with grape and canister*, and that the Americans used round shot only, the Americans even then might have reloaded their guns much oftener than we could, and their fire, at the same time, would have been more efficacious. As a proof of this, the Brunswick, in Lord Howe's engagement, used, *I believe*, nothing but round shot, and sunk her opponent, the Vengeur; and, after the action, a great many of the Vengeur's grape and double-headed shot were found sticking in the Brunswick's sides. Be this, however, as it may, it would be worth while to ascertain how our guns (and, if possible, how the American guns) have been loaded in the late actions; and we might then determine, to an absolute certainty, which method should be adopted for the future.

“Again, my Lord, the American ships, from being much better manned than ours, have usually a greater number of small-arm men; and on this account, the commanders of our ships may, *perhaps*, be disposed to avoid coming in close contact with them; and, if so, they give the Americans the principal, if not the only advantage which they can derive from their superior numbers. The Americans, from being better manned, can manœuvre their ships and fight their guns well at the same time, while we have not a sufficient number of men to do both together; and accordingly we find that, in every one of the recent engagements, in which our ships have been unsuccessful, the Americans have reaped great advantage from this very circumstance; for they have invariably crippled our ships, without being materially injured themselves. In short, my Lord, when a ship is constrained to engage another of superior force, her best chance of succeeding is to reduce the two forces as nearly as possible to the same level, and her only way to do this is to lay her adversary close on board; because, in that case, if her adversary should be ever so much longer, she can only bring the same number of guns to bear upon her; if she has more men to fire musketry, she has more men exposed to be shot; and if the smaller ship should take the lee-side instead of the weather-side, the men stationed in the tops on board her opponent, will be precluded by the sails from taking aim. The little loss which was sustained by the Shannon in her *close* engagement with the Chesapeake, and the very severe losses which our other frigates sustained in their unsuccessful engagements with the enemy, afford pretty strong grounds to warrant such an assumption.

“Having now, my Lord, laid before your lordship my opinion respecting the principal causes of some of our recent defeats, I beg leave to renew my offers of service; and to request, that if you should approve of what I have written, you will afford me the opportunity of putting my schemes in practice, by appointing me to the command of one of His Majesty's sloops. I am, &c.

(Signed)

“WALTER FORMAN.”

Some considerable time since, the author received a letter

from Commander Forman, relative to a proposal of his to join the Greek service, under the command of Lord Cochrane, now Earl of Dundonald :—the following is a copy :

“ My dear Sir,—In reply to your letter, of the 27th ult., in which you request me to forward to you whatever documents I may possess, relative to my naval services during the late war, I have to observe, in the first place, that I should be well pleased to suffer my name to remain (where it is at present) in oblivion, if I could be certain that, by passing it over without notice, you would not, *indirectly*, brand it with a stigma, which all who know me will say that I do not deserve.

“ I have little to say of any services that I have performed ; but I can safely lay my hand upon my heart, and declare, in the presence of God, that I not only never willingly missed a fair opportunity of distinguishing myself in the service of my country, but have frequently tendered my personal services, and proposed plans for distressing the enemy, which (whether justly or not is no matter) have been thought too hazardous to be put in execution ; and therefore, if my name is to appear in your work, I must beg you to have the goodness to publish, at the same time, *all* the documents which I herewith transmit to you ; and which, if called upon to do it, I am ready to authenticate by producing the originals. I am, my dear Sir, your very obedient servant,

(Signed)

“ WALTER FORMAN.”

“ *To Lieutenant John Marshall, R. N.*”

In justice to this gallant, zealous, and truly respectable officer, the author cannot decline complying with his request. The documents are worded as follow :

“ 4, *Pierrepoint Street, Bath, March 12th, 1825.*”

“ Sir,—If I should be informal in addressing you as the Chairman of the Greek Committee, I trust that you will impute it to my ignorance, and not to my intention. I cannot mean to offend where I wish to obtain a favor ; and my anxiety to benefit a cause, in which you take so lively an interest, will, I dare say, be deemed a sufficient apology for the liberty which I am going to take.

“ Not to be tedious, I *think* that I could suggest a very practicable scheme for destroying a great part, if not the whole of the Turkish fleet ; and I address myself to you, Sir, in the hope that, if you should approve of the plan, you will make use of your interest to procure for me an opportunity of sharing the danger, as well as the glory of the enterprise.

“ I shall be in town in the early part of next month ; and then, if you will favor me with an interview, I think that I shall be able to convince you, that, if my plan should be adopted, nothing, *in all human probability*, will be wanting to insure success, beyond the courage and determination

which the Greek sailors have so repeatedly displayed in their several contests last year. Indeed, for my own part, I am so sanguine, that, although I am aware that my commission in His Majesty's navy must be forfeited, I am quite ready to make the sacrifice, provided I can be sure of obtaining the command of one of the Greek fire-ships that would be employed upon this occasion.

"I have long had it in contemplation to go out and offer my services to the Greeks; but was apprehensive that the want of a recommendation, and being ignorant of the Greek language, might induce them to decline my overtures; and it was only to-day, on reading in the papers an account of the formidable preparations that the Turks are making for the ensuing campaign against the Greeks, that it occurred to me to apply to you for an introduction.

"I have now, Sir, only to add, that, if you should think it worth while to listen to my proposal, I shall be happy to wait upon you at any time that you may think proper to appoint; but, unless the occasion should be urgent, it would be rather inconvenient to me to leave Bath before the 5th of next month. I am, Sir, &c.

(Signed) "WALTER FORMAN, Commander, R. N."

"To Joseph Hume, Esq. M. P."

"London, 14th March, 1825.

"Sir,—I have received your letter of the 12th instant, and have to state, in answer to it, that if you will call (when you come to town) on Edward Ellice, Esq. M. P., Freeman's Court, Cornhill, your proposals, in regard to Greece, will be attended to. I am, &c.

(Signed) "JOSEPH HUME."

"To Captain Forman, R. N."

"Mr. Ellice presents his compliments to Captain Forman, and encloses a letter of introduction to the Greek deputies, to whom Captain F. had better communicate his plan.

"Mr. Ellice has no other means of recommending the plan to the Greek Government, and no power to undertake any engagement on their behalf."

*Captain Forman's remarks on the above note.*

"Mr. Hume's letter to me certainly *inferred* that the Greek committee had, at least, the power to *recommend*, to the Greek Government, any suggestion that was likely to benefit the Greek cause, or why did he tell me that, if I would wait upon Mr. Ellice, 'my proposals, with regard to Greece, would be attended to:' and, moreover, if the Greek committee had no power to take my *economical* scheme into consideration, how happened it that these very gentlemen



(whether as a committee, or as private individuals, is of little consequence) could take upon themselves, about three months afterwards, to recommend the Greek deputies to enter into a very expensive, and, as it turned out, very useless arrangement, with Lord Cochrane?

“If Mr. Ellice had submitted my plan to the consideration of experienced naval officers, before he declined to interfere in its behalf, he would have exonerated both himself and the Greek committee, from the smallest imputation of lukewarmness for the cause which they professed to have so much at heart; but, by transferring the plan, *as he did*, to the consideration of the Greek deputies, he *tacitly*, and, I have no doubt, *intentionally*, gave them to understand that he did not approve of it.

“These gentlemen, at all events, must have understood Mr. Ellice’s *transfer* in that light; and, accordingly, they overwhelmed me with compliments, promised to transmit it to the Greek Government, took my address, but gave me no reason to hope, from any thing that dropped from themselves, that it would be backed by their recommendation. They certainly praised the scheme, even far beyond its merits; but (*sapiently*) intimated, at the same time, that they were afraid that it never could be put in execution, because, *forsooth*, the Turkish officers were so intimidated by their recent defeats, that they never would suffer the Greeks to catch them at an anchor any more; and the object that I had in view, was to make the attack when they were at anchor upon a lee shore, and could not possibly escape. It was in vain for me to urge, that these Turkish ships must occasionally go into their own ports to refit, if they did not attempt to land troops on the Greek coasts; that, after all, their adoption of the plan would be attended with no expense until it should be put in execution, and even then, the total amount of the expense would amount to no more than the purchase of a few old ships, that might possibly be fit for nothing else but to make fire-ships of. All I could say was of no avail. They did not think that the Turks would ever furnish the Greeks with such a favorable opportunity of

attacking them; and yet, within, I believe, one month of their having made this sage declaration, the fleet of Ibrahim Pacha anchored at Modon, and, for nearly two years afterwards (either at Modon or Navarin), actually did furnish the Greeks with abundant opportunities of attacking them in the very manner which I proposed.

“The following plan of the proposed expedition was submitted to the inspection of Mr. Ellice, and transferred, as before stated, to the Greek deputies.

“In all cases, hitherto, where fire-ships have been employed for the purpose of destroying an enemy's fleet, the attack has either been made in the night-time, when the enemy's ships were at anchor, or in the day-time, under cover of a protecting force, when they were under weigh in the open sea.

“Both these plans are necessarily subject to many great inconveniences; and my object is, *with several additions of my own*, to combine the good parts of both of them, and leave out all that is bad; or, in plain English, I propose to make the attack in the day-time, instead of the night, when the Turkish fleet shall be at anchor upon a lee shore.

“In a night attack, fire-ships, owing to the darkness, almost invariably miss the objects they are intended to destroy; they are generally fired too soon; and if by *accident* one, out of a dozen, should fall on board an enemy's ship, it must necessarily have so much way (i. e. velocity), in consequence of not shortening sail, that it is hardly possible for its grapplings to hold. Thus, for instance, in Lord Cochrane's celebrated night attack upon the French squadron in the road of l'Isle d'Aix, not one of these ships was injured by a fire-vessel; and, if the captains of these ships had had the presence of mind to remain quietly at anchor, they might have laughed at our impotent attempt to destroy them.

“In a day attack by fire-vessels, in the open sea, the chances of success are not much increased. The ships that are attacked see the danger approaching, and, most generally, have the means of escaping: and, moreover, whenever any of them happen to be set on fire in this way, the mischief ends there; because, in the open sea, it is not likely that they can drift upon other ships that are under weigh, and, of course, in a condition to avoid the contact. The English and French have long since given up this mode of warfare, because it is long since they have discovered the inutility of it. The Greeks, owing to alarm and want of coolness on the part of the Turks, have certainly reaped considerable advantage from it; but, after all, with the loss of nearly one hundred fire-ships, they have done little more than intimidate the Turks, without materially crippling their resources.

“What I propose, then, is to wait the opportunity of catching a Turkish

fleet at anchor, in such a situation as would render it impossible for any one of them to escape, except by running on shore, and to make the attack *in the day-time*, when, with the arrangements which I am going to recommend, the Greek fire-vessels cannot possibly miss their objects; and as the weather-ships will be fired first of all, these will necessarily drift down upon those that are to leeward, and will become fire-ships in their turn.

“ In the Mediterranean and Levant seas, the wind, *as is well known*, most generally, *in the summer season*, blows directly into all harbours during the afternoon and early part of the night; so that if the Greek fire-ships should make their attack in the early part of the evening, they would at once *see the object of attack*, and be sure of having a leading wind in, which in all probability would not fail them before they completely effected the object in contemplation.

“ In order to make the attack as effective as possible, I propose, in the first place, to have the fire-ships *filled with empty casks*, and would have them carry very little, if any *ballast*, and then they may be *hulled repeatedly by the batteries without being in danger of sinking*; and, if any of them should happen to be dismasted, they would still drift in before the wind, and create confusion, if they did no further mischief\*. This misfortune, however, is not much to be apprehended. Not one of Sir John Duckworth’s squadron was dismasted in passing through the Dardanelles, in the day-time; and not one of Lord Nelson’s ships was dismasted at the battle of Copenhagen, till long after every one of them had taken her proper position. It is morally impossible, therefore, that more than two out of a dozen of the Greek fire-vessels could be dismasted, or materially crippled, by the *Turkish batteries*, in passing, with a fair wind, into any harbour, before they had run the enemy’s ships on board.

“ In the second place, I propose that the fire-ships shall make the attack in couples, connected by a cable, or chain, fastened to their quarters; by which means, if properly conducted, they will be sure to enclose the objects of their attack, and must necessarily remain in contact, *even if the grapplings should not retain their hold*. It can hardly be necessary to point out the advantage which this mode of attack would possess over every other. A *single fire-ship, with no one at the helm*, is very likely to pass wide of the object of attack, or her grapplings may not retain their hold, even if she should get alongside, when she is going with considerable rapidity through the water; but it is not likely that the object of attack should escape, when she is enclosed by *two fire-ships*, which are

---

\* If they had been filled with *empty casks*, and the interstices between the casks filled up with water, they would have been in good sailing trim; and then, in the event of being hulled by the batteries, there would have been no room for more water.



coupled in the manner which I have represented in the accompanying figure. In Lord Cochrane's attack on the French squadron, with *single* fire-vessels, there was but *one* out of the whole that ran on board an enemy's ship; and her grapplings did not keep their hold, so that she passed by without doing any further mischief than merely tearing away some of the rigging.

"In the next place, I recommend that no other combustibles should be taken on board the fire-ships than what are absolutely necessary to cause them to take fire readily; and then, as there will be no fear of an explosion, there will be no necessity for the Greeks to quit their fire-vessels, until it will be impossible for them to miss the shipping which they intend to fire. Some wetted straw, and damp powder formed into devils, might be ignited, on entering the harbour, which, by producing a great deal of smoke, might occasion alarm, and prevent the enemy's boats from approaching the fire-ships, in order to tow them into another direction.

"With these preparations, if the attack should be made, *in a pretty strong sea-breeze*, a little *before* the close of day, the Greek seamen will at once be able to *see* the object of attack, and will pass too rapidly by the batteries to be materially injured by them in going in. In which case, if they should possess sufficient resolution to remain on board their own ships *till they are on the point of grappling with the enemy*, they will not only succeed in their enterprise, but may be morally certain that the Turkish boats will be too much occupied in taking care of their own people to think of pursuing them on their return. And if the Greek Government will intrust me with the command of one of their fire-ships, I will pledge all that is sacred in man, to be the *first* to advance, and the *last* to retire."

"This plan was presented, and the offer of my personal services made, to the Greek deputies, in the early part of April, 1825, before Ibrahim Pacha had landed in the Morea; and a *similar* plan, together with an offer of my personal services, was presented to Lord Cochrane, on his accepting the chief command of the Greek navy, in the following August; who, by the way, wanted the politeness to make me any reply\*. It is now submitted to the criticism of my brother officers of all grades; and I shall leave it to them to make their own comments, after merely stating, that, as Sir Edward Codrington, at the battle of Navarin, *carried a leading wind into the harbour*, in the day-time, Lord Coch-

---

\* In the plan which was presented to Lord Cochrane, all allusion to the Basque Roads expedition was carefully suppressed.

rane *might have done so with his fire-ships*; and, had he been so disposed, might *possibly* have anticipated that gallant admiral's intentions, and have claimed the victory for himself."

"4, *Pierrepont Street, Bath, Aug. 22d, 1825.*

"My Lord,—I have just seen it stated in the papers, that your lordship has accepted the command of the Greek navy; and presuming that you will not be offended at an intrusion which is meant to benefit a cause in which your lordship takes so lively an interest, I take the liberty of recommending to your notice the enclosed rough sketch of what is, *in my opinion*, a more effectual plan for destroying the Turkish fleets than has yet been adopted by the Greeks. It is offered, however, merely as a hint for your lordship to improve upon; and, if it should meet your approbation, I trust that you will permit me to share in the glory of the enterprise. Indeed, under any circumstances, I should be most happy to serve under your lordship, in so good a cause, with a *fair* prospect of having an opportunity of distinguishing myself, though I must make a sacrifice of all I have in the world by so doing. By the Foreign Enlistment Bill, I am liable to be deprived of my rank, as a commander in His Majesty's navy, with the half-pay attached to it, if I accept any appointment in the service of the Greeks: and these I would willingly sacrifice, in exchange for the glory of sharing (not to say commanding) in such an expedition as I am suggesting to your lordship.

"Your lordship, I am sure, will appreciate the feelings of an officer, who is most anxious to rescue the Greeks from their horrible thralldom, but, at the same time, would not wish to risk the loss of his commission unnecessarily. Perhaps it might be contrived to let me go out without having any ostensible appointment in the Greek service, until an opportunity offered of putting my plan in execution, and then I shall be quite ready to risk the consequences. I remain, my Lord, with great respect, your lordship's most obedient and devoted servant,

(Signed) "WALTER FORMAN, Commander, R. N."

"To the Right Hon. Lord Cochrane."

"Sir,—As it appears, by the concurrent testimony of all the papers, that Lord Cochrane has certainly sailed on his expedition to Greece, I have ventured to take the liberty of forwarding to you the copies of a letter and a plan for the destruction of the Turkish fleets, which I addressed to his Lordship immediately after it was announced that he had accepted a chief command in the Greek navy; in order that, if my plan should be adopted by his Lordship, you may be enabled to bear me witness, that I was the proposer of it; and if it should not, that you may judge between us, whether the Greek cause will have derived any benefit by his neglecting it.

"I am afraid, Sir, that being a stranger, you will think I am guilty of an

unpardonable liberty in thus attempting to make you the umpire between us; but if you will put yourself, for a moment, in my situation, I am sure, that, as a well-wisher to the Greeks, you will find a sufficient excuse in your own feelings, for this seeming ebullition of mine. Though I have not been so fortunate as his Lordship, I have never intentionally missed an opportunity of distinguishing myself in the service of my Country; and whatever may be the distance between us, my rank, as a commander in His Majesty's navy, entitles me to the privilege of being treated like a gentleman. My plan may possibly be a very silly one, or at least his Lordship may think so; but my offer to serve under him, in a cause which he professes to have so much at heart, deserved at least to be treated with that politeness, which, in all civilized society, is supposed to be due from one gentleman to another. Man, Sir, is but a man, whatever may be his rank and condition in life; and if his Lordship's plan of operations should turn out to be no better than mine, the honor of having even Lord Cochrane to command them will hardly make amends to the Greeks, for a delay of nearly twelve months, during which time they have constantly been losing ground. Fifteen months ago, (quite time enough to have prevented all the disasters that have befallen the Greeks since the landing of Ibrahim Pacha in the Morea) I presented this plan to the Greek committee, and offered, at the imminent risk of losing my commission in His Majesty's service, to go, *at once*, without further preparation, to put it in execution; and that without putting the Greek Government to any further expence than that of furnishing me with a conveyance to the scene of action: his Lordship, on the contrary, required very nearly *twelve* months to prepare for his expedition, during which time the Greek cause has been all but annihilated; and then sails with an overwhelming force, (that has been collected at a very great expence) which would ensure to any seaman the command of those seas, let his talents be what they may. If my offer had been accepted, the Egyptian fleet *might* have been destroyed at Modon, and Ibrahim Pacha cut off from all supplies, without robbing the treasury of more than £2,000 or £3,000 at the utmost. My offer, however, was declined by the Greek committee, on the plea that they had no power to treat with me, though it appears that, only three months afterwards, they possessed full powers to appoint, or, at all events, to recommend, Lord Cochrane to a chief command on his own terms, which amounted, by the way, to an expensive preparation, accompanied with a tedious delay, which, under existing circumstances, was tantamount to a defeat: and, if report speak true, an ample compensation for the sacrifice he has made of his interest in the service of the Emperor of Brazil\*.

---

\* By a statement, which has been copied from the Etoile, French newspaper, it appears that Lord Cochrane received £37,000 as an equivalent for what he gave up by quitting the Brazilian service; and that £123,000 were laid out, in England, for the purchase and equipment of six



“ In the month of March, 1825, I addressed a letter to Mr. Hume, as Chairman of the Greek committee, to inform him that I had a plan to communicate to him, which I had no doubt would materially benefit the Greek cause, if he should think proper to recommend it. Mr. Hume, in a very polite note, referred me to Mr. Ellice, to whom, as that gentleman was not at home when I called, I forwarded nearly the same plan which was afterwards sent to Lord Cochrane, accompanied with a written offer, either to take the command of the expedition myself, or (to prevent jealousy on the part of the Greek officers) to serve in it under the command of a Greek admiral. Mr. Ellice, in reply, told me that the Greek committee had no power to treat with me on this subject, but at the same time gave me a letter of introduction to the Greek deputies, and advised me to present my plan to them. To these gentlemen I then made my application, and begged them (in writing) to inform the Greek Government that I was willing either to take the command myself, or to serve under the command of any one of their officers; and promised, if they would give me the opportunity, that *I would be the first to go in, and the last to return.* These gentlemen, who, like the Greek committee, had no power to treat with me themselves, promised to forward my application to the Greek Government; but I was convinced, by the reception they gave me, that they were determined to throw cold water on my proposal. Out of politeness, of course, they *professed* to believe that, of all the numerous plans that had been submitted to them, mine was by far the best; but told me, at the same time, that the Turks were now so completely dispirited by repeated defeats, that they never would be found at an anchor, or suffer themselves to be found in such a situation as my plan seemed to require. This point they insisted upon to the last; and I could not, by any means, make them understand that Turkish ships, as well as those of all other nations, could not be always at sea, but must occasionally go into harbour to refit and take in supplies; and it was at those times, if my plan should be adopted, that they would have it in their power to destroy, not only a few out of the great many of their shipping, as they have hitherto done, but a great part, if not the whole, of all the ships that would be collected in the same port. They still persisted that the Turks never would afford the Greeks an opportunity of putting my plan into execution; but their prophecy was very speedily falsified. A very short time afterwards, the Egyptian fleet, under the command of Ibrahim Pacha, anchored in the harbour of Modon. The Greek admiral *had* the opportunity, and did make a night, (*instead of a day*

---

steam-vessels; to which must be added *more* than £100,000 which was laid out in America for the purchase of two large frigates, of which only one was forwarded to Greece. In one word, Lord Cochrane's plans and appointment cost upwards of £300,000, while mine, which must, *at least*, have been equally effective, would not have cost more than the *hundredth* part of that sum.

*attack, as I proposed*, upon the fleet; which, as usual, did some damage, but not sufficient to prevent the same fleet from sailing in a few days, and bringing back a considerable reinforcement.

“There are four different methods of making an attack on an enemy’s fleet by fire-ships: at anchor, and at sea, in the night-time, and in day-light. At sea, an enemy’s ship, if it sails equally well, has the opportunity of running away from a fire-ship; and, in the *night-time*, from not being able to see the objects, the fire-ships are very apt to miss their aim. It was for this reason that *not* one of the French ships in Aix Roads was injured by the fire-ships that were sent in to attack them under the command of Lord Cochrane; and, for the same reason, but little damage was done to the Egyptian fleet in the harbour of Modon; but if, as I proposed, the attack had been made in the *day-time*, and the fire-ships coupled as I have represented them in the plan, they could not possibly have missed their aim, and the Egyptian ships could not possibly have escaped: the weathermost ships would have been set fire to by the Greeks, and these, as they parted their cables, would have become fire-ships in their turns, and have destroyed those that were to leeward, as they drifted down upon them. By this means, a very great part of Ibrahim’s fleet must inevitably have been destroyed, his supplies would have been cut off, and he would not have had it in his power to march his army against the town of Missolonghi; and even if this opportunity had been lost, the Capitan Pacha’s fleet before Missolonghi might have been destroyed in the same way, **AND THEN supplies could have been thrown into the town** \*.

“With the Greek Deputies I left my address, and almost a *petition* to their Government to be allowed to rescue their country from impending destruction, but have not been favored with any answer. The moment I heard that Lord Cochrane had determined to join the Greeks, I sent a parcel, containing the letter and plan, to his Lordship, the copies of which are here enclosed, and directed it to be forwarded to him by the Greek Committee. After waiting some time without receiving any answer, I wrote to Mr. Ellice, to beg him, as a member of the Greek Committee, to inform his Lordship, that I was desirous of serving under his command, and wished to know whether he had received my communication. Mr. Ellice, who was out of town, informed me that there was no Greek Committee in existence, and recommended me to apply to his Lordship’s brother, Colonel Cochrane, who was then in town, to make inquiry about this parcel. Not having been favored with any answer from the Colonel, I at length traced the parcel from the coach office to his Lordship’s hotel, near Berkeley

---

\* As Sir Edward Codrington’s squadron did carry a leading wind into the harbour of Navarin in the day-time, the Greek fire-ships might have done so also; and here it is evident that there could have been nothing to prevent the execution of my plan, but apprehension of the result.

Square, and left a second letter for him in the landlord's hands, who promised to deliver it to him *the moment he returned from Scotland*. It is impossible, Sir, that all these letters could have miscarried; and though his Lordship is undoubtedly a great man, and a successful commander, I am sure that you will agree with me, that neither great talents nor good fortune will justify the neglect of those common rules of good breeding which are generally understood to characterize the gentleman. I have now, Sir, only to request that you will pardon the great liberty I have taken in troubling you with my affairs, and believe me to be, with great respect, &c. &c.,

(Signed) "WALTER FORMAN."

"To Colonel the Hon. Leicester Stanhope."

"Stable Yard, St. James's, Saturday.

"Dear Sir,—I have the pleasure to acknowledge the receipt of your letter, together with its enclosure.

"The services of able naval officers are much required in Greece, and I regret that yours have not been attended to as they seem to have deserved.

"I concur with you in considering that the exertion should have been made earlier, and that had the loan been properly expended, the cause of Greece would have been advancing instead of retrograding. The fault lies with the subscribers to the loan, and the contractors. The money should have been placed in the hands of some strong-minded, active, and firm commissioners, instead of being placed in those of Greek Deputies and the Greek Government. Twenty times in \* \* \* I predicted the fate of this loan and of Greece, if the money was to be placed at the disposal of feeble men.

"With respect to your fire-ships, the plan seems to me, an unlearned man, as admirable. One decisive success, and the Turkish fleets would fly and huddle into their harbours; and thus would the resources of the invader be cut off.

"You are in error in supposing that Mr. Hume is the perpetual chairman of the Greek Committee; and again in supposing that they have any thing to do with the second Greek loan, or the present armament under Lord Cochrane.

"The Greek Committee have acted well, but their influence has for twelve months past been altogether suspended.

"I took the liberty to mention your name to Mr. Urquhart, Lord Cochrane's secretary. At present I am in no way concerned with the affairs of Greece, or should, as far as my influence went, be desirous of promoting your views towards the liberation of that struggling country. I am, dear Sir, your most humble servant,

(Signed) "LEICESTER STANHOPE."

"To Captain Forman, R. N."

"As this letter, though a private one, relates solely to



public affairs, and contains no intimation of a desire to have it kept secret, Colonel Stanhope can, of course, have no objection to the publication of it. "W. F."

Commander Forman is the author of "An Essay on the Laws of Gravity, and the Distances of the Planets; with Observations on the Tides, the Figure of the Earth, and the Precession of the Equinoxes:" published by Longman and Co. in 1824.

---

### AMBROSE CROFTON, Esq.

Was introduced into the naval service by Captain Molineux (afterwards Admiral Lord) Shuldhham, in the latter end of 1771; and promoted to the rank of lieutenant on the 1st Jan. 1778. He subsequently served under Sir John Lockart Ross, in the Royal George of 100 guns, Bienfaisant 64, and Ocean 90; and as first lieutenant of the Monarch 74, bearing the broad pendant of Sir James Wallace, and commanded by the present Admiral Sotheron. He obtained his present rank on the 23d June, 1794; and afterwards commanded the Lutin and Pluto sloops, on the Newfoundland station. We hope, ere long, to be able to give a more full account of his professional career.

## ADDENDA

TO POST-CAPTAINS OF 1814.

### JAMES JOHN GORDON BREMER, Esq., C. B.

THIS officer's proceedings, while commanding the Tamar 26, and employed in forming a settlement upon Melville Island, in the Gulph of Carpentaria\*, are noticed in King's Australia, vol. ii. p. 233, *et seq.* On the 8th Feb. 1827, he made the following official report to Rear-Admiral Gage, commander-in-chief on the East India station:—

“ Sir,—I do myself the honor to inform you, that, having sailed from Bombay on the 20th of December, I proceeded with the squadron under my orders, in the further execution of the instructions I had the honor to receive from you.

“ Cape Aden, on the coast of Arabia, was seen on the 6th of January, and having cruised there two days, I was, according to previous arrangement, joined by the Hon. Company's ship, Amherst, from Mocha, having Captain Bagnold, the British Resident at that place, on board. I proceeded across the sea to the African coast, and on the 10th, in the afternoon, made Burburra.

“ A number of native vessels were in the harbour, which, on our approach, got under weigh, and, by keeping close in shore, succeeded in escaping us, although a fire was opened on them, as it was my intention to have commenced a strict blockade of the port.

“ On anchoring at the entrance of the bay, I sent Lieutenant (John) Downey, with an interpreter, on shore, to the Sheiks of the place, explaining to them the object of our visit (of which they had long been in expectation), and desiring to see them on board, giving them every assurance of safety: they promised to come off the following morning.

“ Having, during the night, myself sounded the bay up to the town, at day-light on the 11th, the Tamar, Pandora (sloop) and Amherst,

\* See Supplement, Part III. p. 300.

weighed, and stood towards it. On the Amherst, which led, letting go her anchor, the natives set fire to the town in several places, and commenced a general plunder; finding that they were destroying, not only their own property, but also that of the Banyan merchants (natives of India and British subjects, who, consequently, had a right to our protection), and considering that if the place were entirely consumed, the chances of obtaining any thing in the shape of restitution from the offending tribe would be much reduced, I judged that it would be best at once to shew them that they were in our power. The ships, therefore, opened an occasional fire of round shot only (over them), and the boats of the Tamar, Pandora, and Amherst, being manned with 240 men, including the marines of H. M. ships and the sepöys of the Amherst, were despatched under the command of Captain (William Clarke) Jervoise, of the Pandora, to take possession of the town, and endeavour to save as much of it as possible.

“The natives were formidable in point of numbers, consisting probably of 2,000 men, armed according to the custom of the country; but on the boats landing many of them dispersed in various directions: the judicious measures taken by Captain Jervoise, who occupied, with the marines, a commanding hill in the centre of the town, and two other positions to the right and left of it, soon reduced the fire, and restored some confidence; the people coming in by parties, and voluntarily giving up their arms. Part of a division, under Lieutenant (Jeffrey W.) Noble, being in advance, was, however, attacked, and a marine belonging to this ship was unfortunately killed; several of the natives also have fallen, which I much regret.

“Two of the Sheiks now came off; and having seen that order was in some degree re-established, our force was withdrawn at eleven o'clock, and a negociation entered into, regarding the retribution to be rendered to us. The Sheiks solemnly promising to use every exertion in their power to bring back the others of their tribe, and to settle the affair as we should direct. They had, however, been so dispersed, that it would require some days to recall them, and to convince them that we did not wish to injure them. Four days were accordingly given them to effect this object; and, as a proof that they were desirous to come to some understanding, they immediately supplied the squadron with fresh provisions from the neighbouring hills.

“I trust, Sir, I may be permitted to avail myself of the little affair of the landing, to express my thanks to Captain Jervoise. The occasion was in itself trifling, but it still may be considered to have been sufficient to display the zeal and judgment of that excellent officer, when it is remembered that he landed in presence of an armed population, decidedly inclined to be hostile, and of eight or ten times the number of his own men; it may consequently be taken as an earnest of what might be expected, when an opportunity more worthy of the display of his gallantry and professional talents



shall present itself. Captain Jervoise speaks in the highest terms of the conduct of Mr. Downey, senior lieutenant of this ship, who was constantly near him, and to whose presence of mind and steadiness he was much indebted. Lieutenant Downey has been several years with me; and I sincerely wish that the circumstances had been of a more important character, on his account; for he is an old, gallant, and deserving officer. Lieutenant (John) M'Donell, of the Pandora, was the organ of communication between Captain Jervoise and myself, and is most highly spoken of by his commander; who also reports, in the strongest terms, the officer-like conduct of Lieutenants Sawyer, of the Amherst, and (John Septimius) Roe and Noble, of the Tamar:—in truth, the presence of mind and steadiness of every officer and man was admirable, in a situation (surrounded as they were) in which the smallest indecision might have produced most deplorable consequences, and a shedding of blood, which it was my most anxious wish to avoid,—consistently with my determination to shew that we must be respected.

“ Captain Maillard, of the Amherst, ran his ship into an *unknown* port, in admirable style: and I can only say, that, *on real service*, I should not desire a more able coadjutor.

“ I fear that I have been betrayed into great length in the relation of these circumstances; but, when officers and men have so well performed their task, I trust you will consider that I ought not, as I feel that I could not, refrain from offering my testimony as to their merit.

“ The Atholl having chased to leeward, by signal, did not gain the anchorage until the afternoon; or I am sure I should have received all the assistance from Captain Murray which the occasion could by any possibility have required. I now beg leave to proceed in my narrative of subsequent events.

“ On the day appointed, ten or twelve of the Sheiks came on board: they expressed their contrition for the outrage on the brig, and their earnest desire to make every restitution in their power.—They said, however, that, unfortunately, the season throughout the whole country had been peculiarly bad; that their people had, in a moment of panic, destroyed the town, and a great quantity of valuable goods; and that the alarm of our visit had been so great, that the caravans from the interior, by which alone they could hope to repay us, would not approach the coast: they therefore besought us to deal as leniently with them as possible. Thirty thousand dollars were at first demanded; but on their expressing their utter inability to pay so large a sum, it was finally reduced to fifteen thousand, which is to be paid in three yearly instalments, of five thousand each, either in money, or produce to that amount. They swore on the Koran to abide by this arrangement; and numbers of the people returned to the town daily, after the result was made known. Considering, however, that it would be necessary to have a written document regarding the transaction, I drew up articles of agreement, binding them to a due

performance of their covenant. It was, most certainly, the first time they had ever been parties to any thing in the shape of written treaty; but I was anxious to give them an idea of the justice of our dealings with, and intentions toward them. I also considered, that by endeavouring to raise them in their own estimation, I should not only advance them in the scale of civilization, but add to the security of the commercial intercourse which might hereafter exist. The sum which they have agreed to pay falls far short of that which Mr. Lingard, the late master of the Mary-Anne, has stated to be his loss; but on an attentive consideration of this statement, it will be seen that much of it depended on his *probable* profits, if he had been in possession of his vessel; a mode of calculation certainly not admissible under such circumstances. It is well known, that the last season has been unusually bad throughout the whole of Abyssinia, no rain having fallen, and the crops consequently failing: the unfortunate burning of Burburra, by which property probably to the amount of 50,000 dollars was consumed, was another circumstance which rendered the expectation of a larger sum hopeless at the moment. On the other hand, it must be observed, that produce to the amount of fifteen thousand dollars at Burburra, will, on an average, bring at least twice that sum in the Indian or Arabian markets; and I therefore beg to express my hopes, that, on a view of the case in all its bearings, you will, Sir, consider that the arrangement entered into was the best that circumstances enabled me to make. The inhabitants of that part of the coast had never before seen ships of war; the appearance of the squadron has had the best effect, by shewing them the power of that flag which they had ventured to insult. Intelligence of our force was, I know, sent from one extreme to the other; and their astonishment at the strength and magnitude of our vessels was so great, that I am convinced they will hereafter be glad to cultivate our friendship, and that a British vessel may trade without the smallest risk of molestation.

“I am happy in thinking our visit has opened a new and wide field for mercantile adventure, and the employment of British capital. The port of Burburra is a very fine one, and the articles of export from it are valuable—they consist of gums, myrrh, copal, the best kinds of hides, ostrich-feathers, ghee, in immense quantities, ivory, and occasionally a small quantity of gold-dust:—their coffee is in extreme abundance, and is said to be equal to that of Yernen. These articles are brought down by caravans from the interior to Burburra, in the N. E. monsoon, from October to April, during which period the weather is very fine. In exchange for these valuable articles of traffic, they take iron and linens, British or Indian; but it is very probable that broad cloth, and many other articles of English manufacture, would here find a ready sale. Sheep and oxen are abundant and good; the former, indeed, excellent.

“Burburra, unfortunately, does not, however, afford water; but, eighteen miles to the eastward of it, at a place called Zearra, are good

wells, which produce that necessary in such quantities, that the squadron completed in three days; in quality it was superior to any which is to be had in these seas, with the exception of Maculla, in Arabia.

“On the 6th, I received a request from Captain Bagnold, regarding the movements of the squadron, which I will make the subject of a separate letter; but I cannot close this without expressing my thanks to that officer, for the assistance I received from him on all occasions in which his local knowledge of the customs and languages of the country could be useful.

“Considering that no further necessity existed for the continuance of the squadron at Burburra, I sailed thence on the 6th, and intend to proceed to Aden, in order to take a cursory survey of that bay, and the one to the westward of it, as they are both imperfectly known, but appear to be excellent anchorages. By the means of thirty sets of sights for chronometers, the longitude of Burburra is  $45^{\circ} 4' 13''$  E., by lunar observations  $45^{\circ} 4' 30''$ ; and its latitude is  $10^{\circ} 26' 41''$  N. I have the honor to be, &c.

(Signed) “J. J. GORDON BREMER.”

---

### SAMUEL ROBERTS, Esq. C. B.

GREAT-NEPHEW to Thomas Santell, Esq. who lost his life while serving under the late Admiral Sir Hyde Parker, as first lieutenant, during the American revolutionary war.

We have stated in p. 29 of Suppl. Part IV., that this officer (whose whole life has been enthusiastically devoted to his profession, and whose achievements have obtained for him all his commissions) commanded a detachment of fifty seamen, at the capture of Monte Video; and that he rendered important aid to the right column of assailants, “by scaling the walls of the town, near the north gate, and helping to force it open from within.” It is true, that Lieutenant Roberts landed with the army under Sir Samuel Achmuty; that he performed the duty of an officer of artillery, until some time after the capture of Monte Video; and that he shared also in the different actions and severe duties that took place previous to the storming of the town. It is likewise true, that fifty or sixty seamen were landed to be under his orders;—one-half of them serving under his immediate command, the rest attached to a corps



of pikemen, who carried scaling-ladders on the morning of the assault : but to Mr. Henry Smith, a midshipman of the Unicorn, the credit is due for having scaled the wall, and opened the gate from within, so as to admit the right column of the assailants ; on which occasion that gentleman received a severe wound. Since the publication of Suppl. Part IV., in 1830, the following instances of cool bravery, on the part of Captain Samuel Roberts, have come to our knowledge.

After her return from South America, and previous to the destruction of the French ships in the road of l'Isle d'Aix, the Unicorn, of which frigate he was then first lieutenant, lay for a considerable time in Basque Roads, and her boats gave such constant annoyance to the coasting trade of the enemy, that mortar-batteries were commenced, for the purpose of driving the inshore squadron, under Captain Hardyman, from its position. Observing these preparations, Lieutenant Roberts volunteered to check the progress of the French engineers, although they were protected in their avocation by a number of troops on shore, and four gun-vessels in their front. A signal was consequently made to the squadron, directing boats from every ship to be sent to the point of attack ; but, by some unaccountable mistake, all took an opposite course to those of the Unicorn, and proceeded towards a chasse-marée, lying aground under Oleron lighthouse. Undismayed by this circumstance, Lieutenant Roberts pushed on to the attack ; but had the mortification to find, that five more gun-boats had been sent from the French fleet, and that they were drawn up with the others, in a line abreast, ready to receive him. This was a most trying moment ; for, to have attempted, with only four boats, the capture of so vastly superior a force, by boarding, would have been considered an act of unpardonable temerity : on the contrary, had he precipitately retreated, it would not have been relished by the gallant fellows under his command :— he therefore determined to form a line abreast, and within pistol-shot of the flotilla ; anxiously hoping, that other boats would speedily arrive to his support. In this state of sus-

pense he remained for about a quarter of an hour; but without receiving the smallest reinforcement. The launch, armed with a carronade, and her consorts, with musketry, then opened upon the enemy, who returned their fire with twenty-fold interest, each French vessel having a long gun in the bow, swivels on the gunwales, and her deck filled with soldiers. The necessity of giving up so unequal a contest soon became apparent; but still *sauve qui peut* was by no means the order of the day:—instead of an inglorious flight, a steady retreat was commenced, in the true Cornwallis style: the launch, towed by the other boats, kept up an incessant fire; and so completely were the enemy daunted by the coolness and determined spirit evinced by Lieutenant Roberts and his gallant party, that, though they could have closed whenever they pleased, they kept at a respectful distance from their opponents until the latter were not more than a mile from the Unicorn, when they gave three cheers and departed. In this rencontre, Lieutenant Hamilton, a fine spirited officer, had his head severed from his body by a cannon shot; a similar fate attended one of the barge's crew; and several other men were wounded.

On the afternoon of the 12th April, 1809, the Unicorn followed Lord Cochrane into the road of Isle d'Aix, and there assisted in subduing la Ville de Varsovie, of 80 guns, and l'Aquilon 74. At intervals, as the smoke cleared away, Captain Hardyman observed some of the crew of the former French ship endeavouring to strike her colours, which were evidently entangled at the mizen-peak: the Unicorn's fire ceased; but the other frigates still kept up a tremendous raking cannonade. Lieutenant Roberts, with instantaneous promptness, took advantage of his captain's suggestion, pushed off in the gig, boarded la Ville de Varsovie through the lower-deck port abaft the gangway, and, with the coxswain, John Newton, made his way through her crew, at quarters, to the poop.—Finding there an English union-jack amongst a confused heap of flags, dead bodies, and lumber, the coxswain proceeded with it flying in his hand, to the mizen-topmast head,—a token of submission, and a hint to the British

frigates to turn their fire to a more deserving object. The captain of la Ville de Varsovie, and the whole of his officers, then delivered their swords to Lieutenant Roberts, whose mortification must have been very great when he received directions to give them up to the first lieutenant of the Va-liant 74, the captain of which ship had by that time taken upon himself the command of the advanced squadron: nor was this the only mortification he had to endure; for he found afterwards that those swords were distributed amongst officers in the squadron, without regard to his prior claim *even for one of them*. It must be admitted that he earned so trifling a memento, if not more.

Few persons have served more constantly, and very few have experienced in greater abundance the hard rubs incident to a sea life, than the subject of these Addenda.—The certainty of death, if in our Country's cause, carries with it a consolation, and it is met with fortitude: but the dark sanguinary blow of the assassin brings no alleviation; and such was the character of an attempt made upon the life of Lieutenant Roberts, when belonging to the Courageux 74, in 1811. He had been sent on board the United States' frigate Essex, lying at the entrance of Hamoaze, to claim a deserter; the man in question, a black, not being able to produce an American protection, was unhesitatingly given up, and directed to return with his officer; but this he refused to do, swearing at the same time most vehemently. As he followed Lieutenant Roberts out of the captain's cabin, he made use of some incoherent expression, seized an axe from among some carpenter's tools, and made a blow at him: providentially, an American officer, on the opposite side of the half-deck, observed the fellow lay hold of the axe, and with a loud voice called out "Run, Sir, run for your life, run!" The lieutenant's attention had luckily been drawn to the side of the deck where the officer was, and observing his gestures, indicative of a mind between hope and fear, he sprang forward, ran until he reached the fore-bitts, and then, turning round, found that the black had pursued him as far as the gun before the main-mast, on the breech of which the blood-thirsty



wretch very deliberately laid his left hand, and cut it off about the wrist. This man was allowed to proceed to America in the *Essex*, the commander-in-chief at Plymouth considering that he had punished himself sufficiently. We have never heard of a more wanton attack on the life of an officer, who was but obeying the orders of his superior; nor ever heard of a more astonishing escape.

Captain Roberts's brother, Thomas, is a commander, R. N. His services will be noticed at the commencement of our next volume.

---

### GEORGE GOSLING, Esq.

THIS officer, while serving as lieutenant of the *Havannah* frigate\*, was, from his knowledge of the French language, often employed in conveying flags of truce to Brindisi, &c. &c. and always acquitted himself to the perfect satisfaction of his superiors. The merchant ship and sloop mentioned in p. 277 of Vol. III. Part I. were captured two days previous to the landing of the British troops near Baillif, in the island of Guadaloupe. In speaking of the capture of the piratical schooner *Veloy*, we have stated that sixteen of her crew were secured; whereas the number taken prisoners amounted to eighteen, one of whom, the boatswain, was hung at Jamaica, it having been proved that he was the man who fired the gun which wounded Lieutenant Lloyd. An act of parliament was afterwards passed, granting head-money for all pirates captured subsequent to January 1st, 1820: but the officers and ship's company of the *Ontario* were refused any compensation by the Lords of the Treasury, because they had broken the ice, by taking the *Veloy*, on the 17th December, 1819. Captain Gosling married Miss Felicia Jane Johnson, on the 20th Nov. 1821; not in the year 1822, as is stated at the conclusion of his memoir in Vol. III. Part I.

---

\* See Vol. III. Part I. p. 276.

## JAMES SCOTT, Esq.

(See p. 22.)

WAS born at London, June 18th, 1790; and entered the navy, in Sept. 1803, as midshipman on board the Phæton frigate, Captain (now Sir George) Cockburn, whom he followed into the Howe 38, on the East India station, in June, 1805. We next find him serving under Sir Thomas Lavie, in the Blanche 38, and subsequently under Captains Cockburn and Sir Richard King, in the Captain and Achille, seventy-fours. In 1808, he joined the Pompée; and in 1809, the Belleisle, then at Martinique, and about to return home in charge of the late French garrison. Together with his first commission, he received a letter of thanks from Rear-Admiral Sir Richard G. Keats, for his conduct during the operations against Flushing and up the Scheldt. In 1810, he served as lieutenant of the Fleche and Myrtle, sloops, commanded by Captains George Hewson and Clement Sneyd. In 1811, he joined the Grampus 50, bearing the broad pendant of Commodore Cockburn; and in 1812, he removed with that officer, then a Rear-Admiral, into the Marlborough 74.

Captain Scott never joined the Thistle; but he commanded the Meteor bomb, from May to October 1824. His wife is the only child of the late Richard Donovan, Esq. (mentioned in p. 23), by Caroline Elizabeth Yate, only grand-child of Robert G. Dobyns Yate, of Bromesberrow Place, co. Gloucester, and the last descendant of the ancient families of Yate, Baun, and Dobyns. He has one son and one daughter.

---

## WILLIAM CLARKE JERVOISE, Esq.

(See p. 46.)

ON the 15th Jan. 1830, this officer, then in Cockburn Sound, Western Australia, addressed his commander-in-chief as follows :

“ Sir,—I avail myself of the only opportunity which has occurred, by the arrival of the Norfolk, on her way to India, to have the honor of informing you, that I quitted Port Jackson in His Majesty’s ship Success, under my command, on the 27th of October, for the purpose of proceeding to Madras, in pursuance of instructions from Rear-Admiral Gage ; and as I had to take the western passage through Bass’s Strait, I deemed it of the utmost importance not to pass the new settlement of Swan River, without ascertaining whether my services might not be required ; particularly as the Governor of Port Jackson remained in ignorance of its fate, and strong rumours existing of a powerful French squadron having put to sea, to effect, if possible, a settlement before us ; and as Captain Montague, in the Crocodile, had not succeeded in reaching it on his passage from India, I was the more desirous of satisfying myself with the state of the new colony for your information.

“ It is now, Sir, with extreme concern, I have to report to you, that in the performance of this service the ship grounded on a reef off the south end of Pulo-Carnac, on the morning of the 28th Nov., whilst making for Cockburn Sound, and was not extricated until the 3d Dec., when, after being lightened of every thing except the ballast, she was hove off and warped into Cockburn Sound, a distance of seven miles.

“ The damage was found to be considerable, having broken all the pintles of the rudder, part of the main keel gone, larboard bow stove in below the water line, and part of the stem carried away, which caused the ship to leak so much, that nothing but the most unparalleled exertion on the part of the officers and crew, with the most resolute determination to save the ship, could have kept her free. It is in the full confidence of a continuance of their extraordinary zeal and enthusiasm, that I am not without hopes of heaving the ship down, and putting her in such a state of repair as to be able to proceed, in furtherance of my orders, to Madras.

“ Previous to my having attempted the passage, I took the precaution of ascertaining from the master, Mr. R. W. Millroy, (who was in the ship, and said he had sounded the passage, when commanded by Captain Stirling) whether he felt himself competent to take charge of the ship ; to which he replied, with the utmost confidence, that he was fully capable, and recommended Cockburn Sound, as a much better and safer anchorage than Gage’s Roads, where I had otherwise intended to have gone.



“ As we had a fine leading wind, I shortened sail to the topsails, and placing an additional look-out at the jib-boom-end and mast-heads, I allowed him to proceed; keeping the leads going on both sides, and hands stationed constantly by the bower-anchors. Whilst running down, I observed to him that we were running far to leeward; when he replied, ‘ We must do so, Sir, to bring the south end of the island to bear E. N. E. before we haul up.’ The ship was scarcely brought to the wind, and the tacks hauled on board, when she grounded.

“ A party has been sent about 30 miles up the river cutting wood, to make good our defects: the people employed in getting the guns and stores from Carnac to Garden Island, and caulking the ship preparatory to being hove down, which, with the assistance of the Sulphur, I hope to be able to effect, having throughout experienced from Captain Dance, his officers, and crew, the greatest support and most zealous co-operation, which call for my strongest admiration and most cordial thanks.

“ In these operations also, I have met with every assistance from Lieutenant-Governor Stirling that his very limited means would admit.

“ I trust, Sir, I may be permitted to avail myself of this occasion to recommend to your notice Mr. (Edmund) Yonge, the senior lieutenant of this ship, whose conduct I cannot too strongly appreciate, or admire, for his ability and unremitting attentions, and whose great assistance and exertions in his promptness to second my efforts, exceed any encomiums I could bestow. Much of this arduous service naturally devolved on this valuable officer, who is of some standing, and well known to many of the first officers in the service, whose esteem he possesses.

“ To Lieutenant (Edward) Littlehales and acting Lieutenant (P.) Blackwood my warmest thanks are due; the former, who by his example and exertions inspired confidence in the people at the pumps, and kept them constantly going at the most critical moment; to the latter, who though on the sick list, and in a weak state, requested to do duty, and was directed to land on Carnac Island, to superintend the debarkation of the sick, guns, shot, stores, provisions, &c., all of which he performed with unremitting attention, and ultimately with very inconsiderable loss.

“ Although from the general ability and attention of the surgeon, Mr. (William) Leyson, the sick list at this time was small, and therefore required but little of his attendance, yet I have the greatest pleasure in stating, that his general exertions were afforded on every occasion, and in every part of the ship where he thought they could be most beneficial.

“ By the usual forethought and attentions of Mr. (Frederick) Hellyer, the acting purser, all the provisions were landed in perfect order, where he secured and superintended them, together with the chronometers and ship’s books, most unremittingly; and to his care I attribute the preservation of this most essential part of the service.

“ It must be a pleasing reflection to the relatives of these young gentlemen, whose names I have the honor to lay before you, to hear that they

have merited my warmest praise and admiration, for their spirited and undaunted exertions in the execution of the very arduous duties they had to perform, *viz.* Messrs. Moorman, Lodwick, Noble, Smith, Dawes, Branch, and Harvey.

“Amongst the general good conduct of the warrant officers of this ship, I beg leave to call your attention most particularly to that of Mr. Lewis, the carpenter, whose great attention in plugging up the holes in the bows, and attending to the leaks, and who, in an almost incredibly short space of time, knocked up a temporary rudder, by which the ship was steered into Cockburn Sound.

“In concluding this letter, the conduct of the ship’s company naturally calls for some remarks. I beg to assure you, Sir, that it surpasses any praise I can bestow. When I reflect, that during our perilous situation, the little hope or prospect of safety there was at times before us, not a single instance of insubordination was observed. On the contrary, although occasionally the physical strength of the men was nearly exhausted by their unremitting labour during five days, their cheerfulness, their exertions, and their determined perseverance, at no one moment deserted them. It was to these exertions, used under the protection and guidance of Providence, our fate on this day depended, and which gave me the strongest hopes of ultimate success: they have, indeed, rendered themselves worthy of their Country, and of the service to which they are attached.

“The Archdeacon Scott (who was passenger on board, on his way to England from New South Wales) was kind enough, at my request, to offer up thanks for the officers and crew, for our miraculous deliverance from our late perilous situation: this excellent man was often requested by me to ensure his safety by landing on Carnac Island: but so determined was he to link his fate with his old shipmates, that nothing could induce him to quit whilst any doubt remained of our safety.

“From the great scarcity of provisions at present prevailing in the colony, I have found it expedient to purchase some bread, beef, and pork, from the Norfolk merchant ship, and shall continue to do so, by every opportunity that may offer, as the Government here can no longer afford us the necessary supplies.

“I shall use the utmost despatch in endeavouring to make good the defects, which I fear will not be so rapid as I could have wished, being chiefly left to our own resources.

“I beg to annex a narrative of our proceedings from the commencement of our most perilous situation, in which I trust it will be found no human exertion of any individual was wanting to rescue the ship from her almost helpless fate. I have the honor to be, &c.

(Signed) “W. C. JERVOISE, Captain.”

“To Rear-Admiral Sir Edward Owen, K. C. B.

&c. &c. &c.”

(ENCLOSURE).

*A Narrative of the Proceedings on board His Majesty's Ship Success, which grounded on the 28th November, 1829, and was not extricated until the 3d of December, 1829, a period of five days.*

“On the 27th of November, 1829, at 6 p. m., Cape Naturaliste bore east, distant three leagues;—fresh breezes from the southward. At daylight on the morning of the 28th, the land about Garden Island (Buache of the French) bore N. E. b. E. At 6, the master (Mr. R. W. Millroy) requested my decision on going into Cockburn Sound. Going on deck, and looking at the land, I asked him if he felt quite sure that he was right, to which he replied, he ‘was quite sure all was right, and that as soon as that point (pointing with his glass to the south end of Carnac Island), bore E. N. E. it would be time to haul up.’ From the great confidence he seemed to express, I permitted him to take charge; the people were ordered to their stations, the sail shortened to the topsails, steering at the time N. E. b. N., an additional look-out placed on the jib-boom end, the leads were kept going, and hands constantly by the bower-anchors. At 6-30, the north point of Garden Island bore S. S. E., and the S. E. end of Pulo-Carnac E. N. E.; altered course to E. S. E., and set the courses and driver by request of the master, the duty of the ship at this time being carried on by the senior lieutenant, Mr. Edmund Yonge, under my directions. About 6-45, in hauling up to the S. E., the sails were scarcely trimmed, when the ship took the ground; the last cast of the lead being half-three.—The best-bower was instantly let go, and almost immediately parted; the sails were furled, top-gallant yards and masts got down on deck—let go the small-bower, to which the ship swang to the wind for a short time only, as the chain parted, and she again paid round with her head to Pulo-Carnac, and was driven close in shore. Sent the master away in the second gig, to sound round the ship, and report upon the best position for laying out an anchor; the boats were then hoisted out and lowered down;—the wind increasing made it necessary to strike the top-masts. The master returning, the kedge-anchor was laid out to the southward, for the purpose of assisting the boats in warping out the spare anchor. At this period, two boats were reported to me, as coming down from the anchorage in Cockburn Sound, which proved to belong to the Sulphur, in one of which was Captain Dance and the master of that ship (Mr. John Perriam), who came to offer every assistance; and the other, under the direction of acting Lieutenant Marritt, with a stream-anchor and cable, which was most speedily laid out in the same direction as our own. The stream-cables being hove taut, the Sulphur's yawl and one of our own pinnaces were directed to hang the spare-anchor, with a 14 ½ inch cable, between them; and, hauling themselves out, to let it go in the direction of the stream-anchors. About this time, the ship striking hard, the rudder was unshipped, all the pintles and the lower gudgeon being carried away



the transom sprung by the iron tiller, and eventually cut to enable us to unship it. In heaving on the spare anchor, which had been laid out to the southward two cables' lengths, it parted, the cable being cut through by the rocks; the kedge and stream parting at the same time. The sheet was instantly let go, which did not hold a minute, both flues being broken off at the crown. The ship's head was again forced to the northward, having the stern exposed and left to the mercy of a strong S. W. sea breeze, with some swell, causing the ship to strike violently, making five feet water an hour, and in this position she continued all night.

“ At this critical period, I thought it necessary to assemble the ship's company, to apprise them of the perilous state of the ship, and to express my strong approbation and admiration of their great exertions from the commencement, and recommended a continuance of the same as the only means of effecting the safety of the ship:—this seemed to excite an additional degree of enthusiasm, and, amidst the loudest cheering and the strongest exertions, they returned to the pumps, swearing they would never quit her whilst she would swim. Captain Dance remained on board all night, and at day-light the following morning was directed to proceed on board the Sulphur, to send down a bower-anchor and cable, which considering the means he possessed (from his ship being unmanned by boats away on an exploring party, which prevented his being able to move his own ship) was accomplished with the utmost despatch, the Sulphur being anchored at least seven miles off. Several guns having been fired for assistance, at 4 P. M. a boat came from the Lion, a brig lying in Gage's Roads, with Mr. M'Leod the master, and his supercargo, who were requested either to move the brig round, or send an anchor and cable, as at that moment we had neither, and had sustained much damage; intimating at the same time that Government would make a remuneration for any service rendered:—they left the ship, but never returned; and ultimately sailed from the place on the 30th of November. I particularly wish to mark the conduct of this man, it being so perfectly unlike the proceedings of an Englishman, in the situation in which we were placed.

“ Nov. 29th.—From the peculiar situation of the ship I judged it necessary to lighten her, and commenced by landing some of the guns and other stores. At 3 P. M., the Sulphur's yawl came alongside with a bower-anchor and cable, which was laid out to the southward, bent to one of our own hempen cables and passed through the rudder hole; brought it to the capstan and tried to heave off, when the cable parted, and the ship forced herself towards a ledge of rocks about three feet above water. The end of the 14  $\frac{1}{2}$ -inch cable, parted from yesterday, was crept up, bent to a shroud hawser, passed through the starboard stern port, and hove taut. The bolts in that part of the keel in the bread-room having started, the water began to make its way among the bread, when Mr. (Frederick) Hellyer, acting purser, with his usual forethought and precaution for the safety of his stores, reported to me the state thereof, on which I requested

him to take charge of the ship's books and accounts, together with the chronometers, and his own stores, and proceed to seek a place of safety for them on the island. During the night three planks of the larboard bow were stove in, and the cutwater completely ground away to the wood-ends against the rocks.

“ Nov. 30th.—At 7 A. M., crept up the end of the cable parted from yesterday, lashed both messengers to it, and hove taut through the rudder hole. Crept up the small-bower chain which had parted on the 28th, passed the end of a hempen bower-cable, with a splicing piece on it, through the starboard after-port on the half-deck, and hove it taut.

“ The Lieutenant-Governor came on board, and remained all night ; his offers of assistance were much felt by all on board. He was kind enough to express his approbation at the exertion and perseverance manifested by all. As the ship was again secured, and the sea-breeze continuing to blow fresh, we made no attempts to heave the ship off, but lightened her as fast as possible, by getting out guns, shot, ballast, provisions, and other stores ;—the carpenters plugging up the holes made in the bow ;—the ship at this time making eight feet water per hour. During this and the former days, the people were without interval kept at the chain-pumps, and the cheerful manner in which this was performed could alone give us any hope.

“ As it was necessary that some officer should be landed to direct the necessary arrangement of all the stores, and receive the sick, acting Lieutenant Blackwood was selected for this service, who merits my approbation in every way from his great wish to do duty at the time the ship grounded, although he had been in the sick list for several months before, and was still in a weakly state.

“ December 1st.—Landed the assistant-surgeon with the sick on Pulo-Carnac, and part of the stores. At 3 P. M., made an attempt to heave the ship off, having shifted the stern-cable to one of the larboard quarter main-deck ports. She started a few feet when the cable parted. Succeeded in clinching it again, hove taut, seized the end to the side bolts just inside the port, keeping the messenger also on it, and brought-to ;—people continually employed at the pumps, clearing ship of all her stores to the ballast, thrumming a sail, and rafting the spars. As a rise of tide was anticipated we had still a hope of saving the ship.

“ Dec. 2d.—Continued landing stores of every description. At 3 P. M., made an attempt to heave off by the Sulphur's anchor, with two hempen cables an end on the larboard quarter, leading through the second after port on the main-deck ; to these were hitched and seized our own two messengers, the hempen one brought to the capstan on the main-deck ; the coir, with a runner on it, was bitted forward : the latter was intended to assist the former, but from having a less purchase was more of a standby : they were cast off as soon as we had end enough to bring the cable to the capstan—two round turns were taken, and luffs used for holding on.

Through the opposite port, led one of our hempen cables, shackled to the small-bower chain, the anchor of which was nearly astern; on this was elapped a runner and yard-tackle;—the stream-anchor which had been of necessity dropped among the rocks on the starboard quarter, the day before, was now turned to good account by leading its chain through the same port, and therewith guying the ship into the deepest water. Through the stern port on deck was the shroud hawser; the object in view was to keep an equal strain on the two bowers whilst heaving off; by a rally at the capstan, however, one of the cables gave way; lost no time in recovering its end and re-bending; the power at the capstan was reduced to two hands to a bar, and the falls on the main-deck (or rather the other cable) better manned, and by 7 P. M. the ship was in  $2\frac{1}{2}$  fathoms water; the small-bower-chain was then unshackled from the hempen cable, and passed from the starboard quarter port to the hawse hole on the same side; the larboard cable was buoyed and slipped, the shroud-hawser taken to the larboard hawse-hole, the ship swung with her head to the northward, and moored with nearly three lengths of chain on the starboard cable.

“Dec. 3d.—At 4 A. M. hove up the small-bower. At 8, hove up the hempen bower, and commenced warping the ship towards Garden Island; left an officer with a party at Pulo-Carnaç, for the protection of the stores and provisions. Ship making three feet water an hour. At 7-30 P. M., anchored in Cockburn Sound, in 9 fathoms, veered to 28 fathoms, and moored ship with a kedge to the northward.

(Signed) “W. C. JERVOISE, Captain.”

Nothing short of such wonderful exertions as were used by Captain Jervoise, his officers and crew, (first in extricating themselves from their perilous situation, and afterwards in heaving down and repairing their ship,) could possibly have saved the *Success*. On his arrival at Trincomalee, he was most highly complimented by that excellent officer and seaman, Sir Edward W. C. R. Owen, in company with whom he sailed for Bombay, in March 1831; it having been previously determined that his little frigate, supposed as she then was, to be no longer fit for the public service, should either be sold or taken to pieces. On her being docked however, the surveying officers reported, that, with the exception of her wanting a new rudder, she was perfectly fit for sea.

At this period, Captain Jervoise was ordered to assume the command of the *Calcutta*, a new 84; but, as Sir Edward Owen had resolved that the *Success* should neither be sold nor broken up in India, he requested permission to stick by



her, as the post of honor, not wishing, as he said, to see any other officer subjected to the risk of taking home a ship which had been repaired under such peculiarly disadvantageous circumstances. His request was unhesitatingly complied with, and as an additional mark of Sir Edward's admiration of his uncommon exertions, perseverance, and skill, the whole of his warrant officers were promoted into ships of a superior rate, and the vacancies caused by their removal given to men of his own selection. Most of the other fine fellows by whom he had been so ably and zealously assisted were then transferred to the Calcutta, and a fresh crew sent to the Success, composed of 100 soldiers belonging to H. M. 1st, or royal regiment, and a few blue jackets drafted from the different ships of the squadron. Thus manned, she arrived at Spithead on the 25th Nov. 1831, and, as was generally remarked by the naval officers assembled at Portsmouth, came into harbour like a perfect man-of-war: she was paid off on the 16th of the following month. We feel much pleasure in adding, that the whole of Sir Edward Owen's appointments have since been confirmed by the Admiralty.

*Agents*,—Messrs. Maude and Co.

---

### RICHARD FREEMAN ROWLEY, Esq.

(See p. 125).

Is the third son of Vice-Admiral Sir Charles Rowley, K. C. B. He married, July 12th, 1828, Elizabeth Julia, youngest daughter of John Angerstein, Esq.

---

### JAMES WALLACE GABRIEL, Esq.

(See p. 173.)

PREVIOUS to his return home from Jamaica, on which station he had, for some time, been the senior officer, Captain

Gabriel received the following handsome testimonials from his commander-in-chief and the mayor of Kingston :

“ *H. M. S. Champion, Bermudu, 22d Sept. 1831.*

“ Sir,—In acknowledging the receipt of your several letters by Falcon, dated between the 22d July and 26th August, I have to express my full and entire approbation of your proceedings, in the disposal of the vessels of the squadron under your orders, at Jamaica. I am, &c.

(Signed) “ E. G. COLPOYS.”

(*Private*).

“ My dear Sir,—It gave me very great pleasure to hear of your promotion, and I have now only to regret, that my intentions of serving you in *other matters*, should have been frustrated by your appointment to the *Magnificent* ; for had you remained in the *Columbine* even a few weeks longer, it appears you would have *picked up* wherewithal at least to defray the expense of your outfit ; but with us all is a lottery, and truly by *Dame Fortune* in such matters you have not been favored. I wish with all my heart that Sir James Graham would, in farther consideration of former services, afford me an opportunity of making up to you for what you have missed, by sending you out here in command of a ship. I remain, my dear Sir, very faithfully and truly yours,

(Signed) “ E. G. COLPOYS.”

“ My dear Sir,—I return you the letters, and cannot take my leave without expressing to you my warmest acknowledgments for the readiness with which all my applications on behalf of this mercantile community have been attended to. We cannot too highly appreciate the interest you have uniformly taken in our welfare, and for the zeal always manifested in promoting our commercial prosperity. I can safely say we have never missed the flag at the fore while you have had charge of the port duties ; and God grant we may ever have officers like you filling that responsible situation.

(Signed) “ G. YATES, Mayor.”

---

## DIGBY WILLOUGHBY, Esq.

(*See p. 298.*)

WAS on board the *Culloden 74*, at the battle of June 1st, 1794.

---

## TERENCE O'NEILL, Esq.

*(See p. 312.)*

RETURNED home from Jamaica in the Ajax 74, Captain Nicholas Charrington; and subsequently served under Captains Lambert Brabazon, Thomas Byam Martin, Robert Hall, and George Gregory; Lieutenant George Clarke Searle; Captain Robert Linzee, and Lieutenant Henry Gunter; in the Porcupine 24, Pylades, and Serpent sloops, Liberty brig, Saturn 74, and Pilote cutter; on the Channel, West India, and Irish stations. At the commencement of the French revolutionary war, he successively joined the Alcide 74, Commodore R. Linzee; the Windsor Castle 98, bearing the flag of the same officer as a Rear-Admiral; and the Britannia first rate, flag-ship of Vice-Admiral Hotham. He removed from la Censeur into the Cyclops 28, Captain William Hotham, and in that frigate visited the Archipelago.

## WILLIAM LOVE, Esq.

*(See p. 362.)*

On the 14th Dec. 1831, this most respectable officer addressed the following letter to the Lord Mayor of London:

“ My Lord,—I beg to apologise for a trespass on your Lordship’s time, but I rely with confidence on your Lordship’s indulgence, when I state that my only object is that those who apply and exert their minds for the benefit of the public, should enjoy that creditable reward which is most justly their due, and which they are at all times sure of receiving from the chief magistrate of the city of London.

“ Having just read in the Albion newspaper, of the 12th instant, a statement of a Mr. Steevens having presented to your Lordship a model of paddles to be used, instead of wheels, by steam-vessels, it becomes my duty, in justice to my son, Captain Henry Ommanney Love, of H. M. S. Columbine, now on the Jamaica station, to inform your Lordship, that I have every reason to believe, that the invention and application of paddles to steam-vessels rests entirely with him, and was submitted to persons of



distinction, and in high official situations, as far back as Christmas last; and that a model was transmitted accordingly to a Lord of the Admiralty. I have the honor to be, &c. (Signed) "WM. LOVE."

*Erratum*,—P. 362, line 11 of the large type, for Henry, is a lieutenant, read Henry Ommanney, is a commander.

END OF VOL. III.—PART II.

(See p. 362.)

On the 14th Dec. 1831, this most respectable officer addressed the following letter to the Lord Mayor of London:

"My Lord,—I beg to apologise for a trespass on your Lordship's time, but I rely with confidence on your Lordship's indulgence, when I state that my only object is that those who apply and exert their talents for the benefit of the public, should enjoy that creditable reward which is most justly their due, and which they are at all times sure of receiving from the chief magistracy of the city of London.

"Having just read in the *Albion* newspaper, of the 12th instant, a statement of a Mr. Stevens having presented to your Lordship a model of a paddle to be used, instead of wheels, by steam-vessels, it becomes my duty, in justice to my son, Captain Henry Ommanney Love, of H. M. S. *Columbian*, now on the Jamaica station, to inform your Lordship, that I have every reason to believe, that the application of paddles to steam-vessels was submitted to persons of

W. Pople, Printer,  
67, Chancery Lane.











PLEASE DO NOT REMOVE  
CARDS OR SLIPS FROM THIS POCKET

---

UNIVERSITY OF TORONTO LIBRARY

---

DA            Marshall, John  
87            Royal naval biography  
  .1  
ALM3  
v.3



